The Semi-Weekly Colonist

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RAILWAY MEASURES

The promise made by Mr. McBride previous to the last general election for the legislature that if he was again entrusted with the administration of the affairs of the province, he would inaugurate and carry out a railway policy that would be in keeping with the requirements and potentialities of British Columbia, has for a second time been shown to be much more than a mere election cry. At the first session of the present house, he introduced and carried through two projects of prime importance, one c' them being the Canadian Northern Pacific enterprise, and the other the Kettle River Valley railway. This year he arranges for the carrying through of the latter to completion, provides for the extension of the system of the former both on the mainland and on Vancouver Island, and authorizes the initial step in what may easily become a new transcontinental system. The new construction involved may reach 800 miles. supplemented by much additional mileage as soon as the several companies are ready to undertake it. All reasonable persons will concede that the programme provided for by the bills introduced vesterday, added to the 800 miles for which aid was given in the total of 1,600 miles, is a splendid fulfilment of the promises on the strength of which Mr. McBride and his miniselectors with an unprecedented mamay rest confident that it will be done, perhaps even more promptly than most of them anticipate. The needs of the province are great, and the people of no section need fear that Mr. McBride will not meet their reasonable requirements with all possible expedition.

The aid to the Canadian Northern Pacific to secure the construction of an additional mileage of 150 miles on will be available for use by the V. V. Vancouver Island is to be understood only as a second instalment of the government policy in respect to Island development by means of the Canadian Northern interests. One hundred and fifty miles in addition to the 100 miles now under construction from Victoria towards Barkley Sound will carry the line very nearly to Seymour Narrows. A statement has appeared in a Vancouver paper to the effect that it had been found impossible to extend this railway towards the north end of the Island from its present route. This is wholly wrong. A perfectly feasible berni Canal and the outlet of Comox Lake from which point the rails of the Canadian Collieries already extend to the sea at Union Bay. The next stage in this company's plans will be the completion of its line to Hardy Bay. We are confident that within four years the line will be extended to that

It is interesting to know that the E. & N. railway is to be leased to the Canadian Pacific, The great transcontinental road operates a very considerable part of its eastern mileage under lease. Many fines, which are never referred to as anything else than the Canadian Pacific, have other names and hereafter the E. & N. will cease to be spoken of as such. The old name is no longer applicable to a railway which neither begins at Esquimalt nor ends at Nanaimo, but which now extends from Victoria to Alberni, and will soon cover the entire length of the island. In view of the activities of the two transcontinental roads it is quite safe to say that within six years there will be fully 1,000 miles of railway in operation on Vancouver Island.

The railway policy of the government as presented during the present session does not provide for an all-rail connection with the mainland by way of Seymour Narrows, but it is not to he supposed from this that this great work has been pertponed. Indeed it is not too much to say that the Island construction provided for points directly to the early consummation of the great undertaking. 516 Canadian Pacific and the Canadian Northern are brought within easy reach of the Narrows, and there can no longer be an objection made that there are no lines on the Island to take advantage of the all-rail connection when it is provided. This connection can never be allowed to become the exclusive property of Howe Sound with connection with New one railway company. It must be Westminster and Victoria; but it may available to all lines that see fit to use

tional importance, and we have not the slightest hesitation in saying that at a very early day the Dominion government will be asked to co-operate with the province in making possible this great work. For many years the Colonist has kept this project to the front, and as its consistent advocate against all manner of discouragement and disappointment, it feels able to say with all sincerity that it regards the consummation of the nopes of the people in this respect so near at hand that It may reasonably be taken into account as a factor in local development, the effect of which will be felt in the

The completion of the Kettle River

Valley railway, by the construction of

a line from Coldwater Junction to Hope, and the bridging of the Fraser to afford connection with the Canadian Pacific, is a project the full meaning of which may not be apparent at first sight. Fifteen years ago the people of this city were contending earnestly for the construction of a railway from the Coast to Kootenay. Those who recall the events of those days will not need to be reminded of how we were all swinging, pendulum-like, between hope and fear as we labored to promote this enterprise. The agitation finally reached a stage where the Victoria, Vancouver & Eastern Railway Company was incorporated. This charter was acquired by Great Northern interests, which secured later the Victoria & Sidney railway to form a part of its plan for an east to west across British Columbia and across Canada. Mr. James J. Hill was once asked by the Colonist what were to he the termini of the line he was building in southern British Columbia under the V. V. & E. charter. His letter in reply was very brief, consisting of the words "Winnipeg and Victoria." For reasons which it would be profitless to inquire into, Mr. Hill did not carry out his plans as rapidly as he seemed at one time likely to but on the contrary began the construction of a road to divert the traffic of South ern British Columbia over the Great Northern. He continued to press the V. V. & E. westward and last year laid the rails into the new town of Coalmont on the Tulameen river, and his engineers said that he intended to cross the Hope summit into Fraser Valley. But Mr. MoBride had no intention that the business of a large part of southern British Columbia be controlled by an American road and he arranged with the Kettle River Valley to supply the missing link s the Hope Mountains. This link & E. and thus we will have two roads instead of one from the Coast to Kootenay, with all the benefits and advantages that can be derived therefrom by the people of the interior and the people of the coast cities, not excluding Victoria, which will have connection by railway ferry with both of them. There are no fifty miles of railway in Canada the construction of which will be more revolutionary in a transportation sense than these fifty

the heads of the Canadian Northern did not imagine for a moment that | storm," "Bicycling," "The Boy Scouts" they would be content to leave a rich region south of the main line of the Canadian Pacific in this province uninvaded. The present business and future prospects of the Okanagan country are too great not to attract the attention of the masters of transportation. Sir William Mackenzie examined the district for himself last year and became convinced that its marvelous progress warranted the construction of a line of railway into it as a feeder of the Canadian Northern system. More than this, he became impressed with the needs of the district for nower development and he purchased the vast Coteau water power lying to the east of Vernon, where a great plant is to be installed to supply power to the whole Okanagan country. Mr. Mc-Bride in his determination to promote the development of all parts of the province and to secure for this great fruit-growing area the benefit of new railways and competitive rates, wisely resolved to ask the legislature to assist the Canadian Northern Pacific in its new venture. It is a work that will ensure the speedy development of one of the most promising parts of British | young American, who has played so Columbia, and one that is already in the front rank in respect to matters that make up a progressive and pros-

miles on the Kettle River Valley rail-

way between Coldwater Junction and

The construction of the railway from Howe Sound to Fort George may be regarded as the inception of a fourth. transcontinental railway differing from its predecessors in having its beginning on the Pacific Coast. The head office of the new company is Victoria, and this city and Vancouver will be the basis of that would follow would be very farito operations. The Bill introduced yesterday only provides for a line from Vancouver to Fort George by way of be taken as a matter of course that it. Its construction is a work of na the line will be extended to the Peace | trol the destinles of nations,

perous community:

try. This new enterprise, associated strength, will give Victoria, New West minster and Vancouver direct connection with the East by way of the Grand Trunk Pacific, but the project is of too simply a branch of an existing system The contract with the government requires the completion of this line by July, 1915, so that it will be ready to play its part in the development of business that will follow the completion of the Panama Canal As this is a new enterprise it is of interest to mention that the charter has been obtained by and the contract has been entered into with Messrs. Foley Welch & Stewart, the premier railway contractors of North America, and with them is associated Mr. D'Arcy Tate, solicitor for the Grand Trunk Pacific Railway Company.

The agreement with the Canadian Pacific for the taking over of the Kaslo & Slocan railway from the Great North as a part of the C. P. R. system will menn a very great deal to the people resident in the localities served by it.

Mr. McBride and his colleagues are to be very heartily congratulated upon the policy of further rallway construction that they have been able to present to the House, and the whole country is to be congratulated upon having a ministry appreciative of its possibilities. It re quires foresight to discover, ability t plan, and courage to carry out such programme as Mr. McBride has laid be nion is fortunate in having at the head of affairs in British Columbia a gentle man, who is alive to the needs of the day, especially in view of the grea changes that will follow upon the completion of the Panama Canal. Coming at a time when there has arisen a de mand in the eastern provinces for a period of renewed activity in rallway construction, the policy announced by Mr. McBride yesterday will be an in spiration to the whole of Canada

A NEW PROJECTILE

A new bullet is to be issued to be used and its velocity will be 2,700 feet pe that it will not rise above the height of a man in 800 yards. The fixed sight of 500 to 800 yards. Owing to its great effect upon the course of the bullet; hence a steat improvement in shooting is expected. The penetrating power of the new bullet is thus stated:

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The Ontario government is going development of what is known as New Ontario. It will be money well speni

Applicants for positions on the staff of Hansard at Ottawa are required to Follies of Fashion." "The Great Snow and "The First Money I Ever Earned." Are we to assume from this that, in the opinion of the Civil Service Commission, these are the subjects about which our M. P.'s will dilate bereafter?

Toronto and Hamilton are at outs as to where a "magnificent memorial" of Canadian victories in the war of 1812 should be erected. Why erect one anywhere? A memorial, however "magnificent," would be a local thing that would not tend in the least to build up Canadian sentiment. If Toronto wants one, let the Torontonians build it; if Hamiltonians want one, let them pay

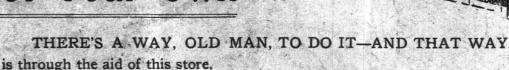
The story that comes from Persia to the effect that Mr. Shuster's accounts disclose serious irregularities is rather unfortunate, even if it proves to be without foundation. The cardinal principle of British political agents in semi-civilized lands has been to adhere closely to honorable practices. It will be unfortunate if the reputation of the white man in this respect is to suffer through the conduct of the brilliant conspicuous a part in the recent history of Persia.

There appears to be an unwillingness in certain continental quarters to see Great Britain and Germany come to an understanding. We can understand this. The Continental system rests largely upon the necessity of maintaining great armed forces always in readiness for conflict. Remove this necessity and the changes reaching. They would be revolutionary. So many people would find their occupation gone if universal peace were to be ushered in that they would prefer war to such a consummation. But these reactionaries no longer con-



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