

The Colonist.

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The Semi-Weekly Colonist

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THE NAVAL RESOLUTION

The naval question, brought before the Legislature by Mr. Brewster, has been disposed of in a very satisfactory manner, the member from Alberni appearing to accept the Premier's amendment. There is really no difference of opinion among the people on this subject, that is, excluding what we believe is a small minority, which has not learned as yet to appreciate the necessity of naval defense. We took no exception to the views presented by Mr. Brewster, and we do not think the most ardent Liberal will find any fault with those expressed by Mr. McBride. Individually, we may hold strongly certain ideas as to the form which Canadian naval policy ought to assume, but pending the contemplated consultation between the Minister of Marine and the First Lord of the Admiralty, it would seem to be premature for the Legislature to place itself on record in respect to any details. The new resolution will have no uncertain meaning and as it will voice the sentiments of practically the whole Legislature, it will leave no doubt upon any one's mind as to where British Columbia stands on this vital question, or as to the opinions of the people of this province as to the importance of the adequate defense of the Pacific coast.

On Naval Defense the Colonist has taken its own course quite irrespective of the attitude of its political friends or those to whom it was politically opposed. It has felt that upon this new issue, upon the proposal that Canada should take a share of the burden of imperial defense, there ought to be a full and frank expression of opinion, irrespective as far as possible of party affiliations. Therefore of the policy of Sir Wilfred Laurier as far as it went, we expressed approval, but we also expressed the opinion that it did not go far enough. We did not hesitate to say that something was accomplished in the right direction when Parliament had stated in the most solemn terms known to our institutions that Canadians must assume a new responsibility, neither did we hesitate to say that the measure of the responsibility as set forth in the naval programme of Sir Wilfred Laurier was not equal to the necessities of the case or to the dignity and the importance of the Dominion. We have throughout taken the position that in the policy as presented by the Liberal Prime Minister there was no adequate recognition of the importance of the defense of the Pacific coast or of the necessity of Canadian co-operation in the maintenance of British naval prestige in the waters of the Pacific.

Holding these views, which we think the Colonist was, if we are not mistaken, the first to express, we have only unqualified approval of the remarks made by Mr. McBride yesterday, and we are very glad indeed that a way has been discovered whereby Conservatives and Liberals can stand on common ground in respect to what we look upon as an issue of the first importance.

THE NEXT FOUR YEARS

In the course of his speech at the Press Gallery dinner Mr. McBride laid great stress upon the progress which is assured, humanly speaking, to British Columbia during the next four years. Our own convictions are that it is impossible to measure what this progress will be, unless unforeseen circumstances arise. We venture, however, to suggest that among other things we will see within that time the much talked-of rail connection with the Mainland well on the way towards completion. What this will mean to Victoria each of our readers can judge, but we venture to say that none of them will put the resulting advantages at too high a figure.

We are not now speaking with any knowledge of any railway policy, which Mr. McBride may have in contemplation, when we say that nothing can stop the making of that connection at an early day, except a period of prolonged business disaster. The transportation is so developing that this connection will be made beyond any doubt. We are quite prepared to believe that if any of the railway chiefs were asked about it, they would refuse to admit the soundness of this proposition; but that is a way railway men have. They never tell the public what they have in the back of their heads, and this is good business, for it is a good plan for people in any line of activity to keep their ultimate plans to themselves.

But we are going to have the Bute Inlet railway, and we are going to have the Seymour Narrows bridge. At first the connection will be by car-ferry, and it is going to be very satisfactory. Our

only fear on this point is that it will be as satisfactory as to retard the construction of the bridge. This, however, is a detail. Victoria is going to have the railway promised by Sir John Macdonald away back in 1873, and she is going to become the ocean terminus of the transcontinental system of railways. Before four years have passed matters will have so far progressed that even the most extreme of the "doubting Thomases" of today will be running around and telling people: "I told you so."

THE IMPERIAL TIE

We often hear it said that Canadians never appreciated the Imperial tie as they do now. From this we beg leave to dissent. Canadians have always appreciated the imperial tie. If we were asked when that appreciation was the most strongly exhibited, we should not refer to the movement for naval defence, nor to the sending of a contingent to South Africa, nor to the British preference; but we should go back to the years following the war of secession in the United States, when the government of that country refused to ratify the Reciprocity Treaty because the people were incensed at the United Kingdom for its alleged attitude of hostility towards the North, and when at various points along the frontier armed men calling themselves Fenians were assembled to invade our country. As most of our readers know, they did invade it, and were only driven back by force. Those persons who remember those days will not need to be reminded how the youth of the provinces rallied to the defence of the country. This was their duty under any circumstances, and we are not claiming that they were entitled to any special credit for so doing. The point to which we wish to direct attention is that, though confronted by commercial antagonism which shut them out of a profitable market, because it was the object of the Washington authorities to punish them because they lived in the British Empire, and threatened with invasion because of matters in Ireland with which they had nothing whatever to do, there was not a single man in the whole of British North America who faltered for a single moment in his loyalty to the Crown and the Empire. Indeed the facts were quite the other way, for under the stress that was then put upon it the Imperial tie grew stronger than it ever had been. We sometimes think it would be well if those who have lately learned to talk so glibly of the imperial duty of Canadians, would inform themselves a little better as to Canadian history. They would not have quite so much to say, and would take for granted what they are now seeking to demonstrate.

SIR DONALD MANN

It will be a matter of gratification to the many friends of Sir Donald Mann that he is looking little the worse for the very severe strain placed upon his reserve strength through his recent illness. His illness was much more severe than press reports have indicated. Nor has the adventure in which he was a principal in his railway journey northwards from San Francisco set any visible mark upon him. He is the same grim, iron-constituted man that he has been for years and is ready to re-enter the arena of tense action in which he has been so long an active figure. Victorians will welcome his stay among them for the next fortnight, a stay which we hope will still further recuperate his powers. He has always entertained a strong attachment for this city, an attachment that we trust will eventually lead him to settle down here permanently.

THE LATE DUKE OF FIFE

The death of the Duke of Fife has followed closely upon the sensational wreck of the steamship Delhi, and there seems little reason to doubt that the hardships which he experienced at that time hastened his end. His ancestors have played an important part in the history of Britain, and his own place on the stage was no insignificant one. He first assumed a commanding place in the public eye on the occasion of his marriage with the Princess Royal, the eldest daughter of the late King Edward in 1889. Previous to that event he had sat as the Liberal member in the House of Commons for Elgin and Nairn from 1874 to 1879. In the latter year he succeeded to the title of Earl of Fife, and on the occasion of his marriage was raised to the Dukedom. Among the public positions which he has occupied was that of Lord Lieutenant of the County of London, a post which he held from 1900 up to the time of his death.

The late Duke was very popular in Great Britain. Of a likeable disposition, homely, and a good sportsman he won the respect of all classes. His death coming at a time like the present will probably serve to temper the expressions of rejoicing which the people of England have arranged for the occasion of the homecoming of King George and Queen Mary during the present week.

RAILWAY ACTIVITY

We find in the Winnipeg Telegram an estimate of the number of men who will be needed for railway construction in

Canada, as soon as the spring opens. It is as follows:

C. N. R.	15,000
G. T. P.	18,000
C. P. R.	20,000
Hudson Bay Line	10,000
Total	60,000

The Telegram says that the three companies named will expend \$50,000,000 in construction and improvements this year, and that at present the requisite number of men do not appear to be available. One aspect of the case is not as satisfactory as could be wished, for we find the Telegram saying:

Hitherto the contractors have depended to a very large extent on getting the foreign-born immigrants for the construction of railways, and at the present time have agents in the European countries hard at work trying to enlist the help of thousands of men. Applications are rapidly pouring into the immigration offices for men of all classes and callings, and the usual demand for farm help this spring is going to be greater than ever.

As we all know, immigrants from the United Kingdom do not as a rule care for work on railway construction, and the result is that the work goes chiefly to immigrants from southern Europe, who do not readily assimilate with our population, who are unfamiliar with our institutions and methods, and who become a floating element making their headquarters in the cities when there is a suspension of work. This is not universally the case for we are told:

Most homesteaders take up construction work for the summer months, and earn enough money to stock themselves up for the winter, living on their 160 acres during the cold months when railway work is suspended.

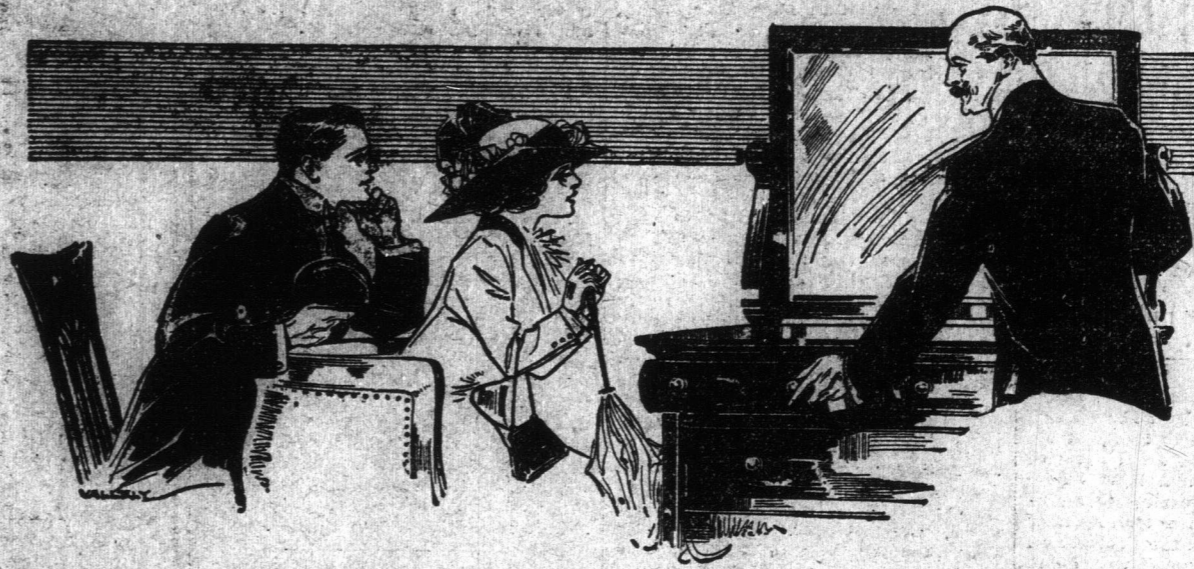
Appropos of this reference may be made to some observations made by Vice-President Bury, of the C. P. R., at Winnipeg recently. Discussing the necessity for additional trackage facilities there, he said: "It is not a case of money, the expenditure of a million more or less does not count." This remark illustrates the spirit in which the great railway companies approach the solution of the problems with which they have from time to time to deal.

If any opinion can be formed from the opinions which find expression in the telegraphed accounts to the Associated Press of the progress of things political in the United Kingdom, the Liberals will have things pretty nearly their own way. The despatches do not say so, in fact they say quite the contrary; but on the occasion of the recent elections the same correspondents had prophesied Liberal defeat, and in each case there was a sweeping Liberal victory. We mention this matter in order that readers may not take for granted that the opinions expressed in the London telegrams are to be regarded as authoritative. The newspapers are obliged to take what is sent over the wires, or go without news at all. The facts stated in the despatches are correct enough, but the expressions of opinion are really valueless.

When the time comes to discuss the advisability of changing the form of municipal government there will be a few things to be considered that have not yet been discussed. One of them may be thus stated: Government by a wise, just and able man is undoubtedly the best form that can be devised; a high salary would not of necessity attract such a man, but on the contrary it would lead to competition between men who wanted office for the money that was in it; popular choice is liable to error; the best intentioned men make mistakes; there is likely to be more good sense in a number of men than in a few; frequent elections give the public the opportunity of changing their officials and have a tendency to keep the officials straight. We do not say that these are conclusive considerations, but they are worthy of consideration.

The London Daily Telegraph has been sounding the opinion of prominent ecclesiastics on Home Rule and the position which Ulster takes. Here is what the Lord Bishop of Down has to say: "I think the first and most important thing for that the people in England to realize is that the men of Ulster are tremendously in earnest, and that they mean everything they say. They are not a people given to bluff, nor do they talk much. They generally say less than they mean. Those who have lived among them for a long period know they are a people very devoted to their liberty. They are full of initiative, and dislike anything which destroys the power of an individual to live his own life in his own way. They are essentially a free people, and they believe Home Rule would really threaten their civil and religious liberties."

Viscount Haldane, the secretary for war, speaking recently in Edinburgh said: "Like the army, the navy has now got a general staff. They call it a war staff. It is a general staff in the same sense as is ours. That means that the navy and the army are going to cooperate in this problem of defence in a fashion we have never done before. This question has been under consideration for months past. We have now got two brains to the two services thinking out these war plans, thinking out that problem of defence, and these two staffs have above them a great general staff in the defence committee, which is being adapted to conduct and guide the common operations of these two great staffs. We have got as fine an organization as there is in the world. I think Mr. Churchill's memorandum has called into existence something as scientific and as thorough as is to be found anywhere."



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SCOTCH LACE CURTAINS FROM \$6.75 TO \$1.25 PER PAIR

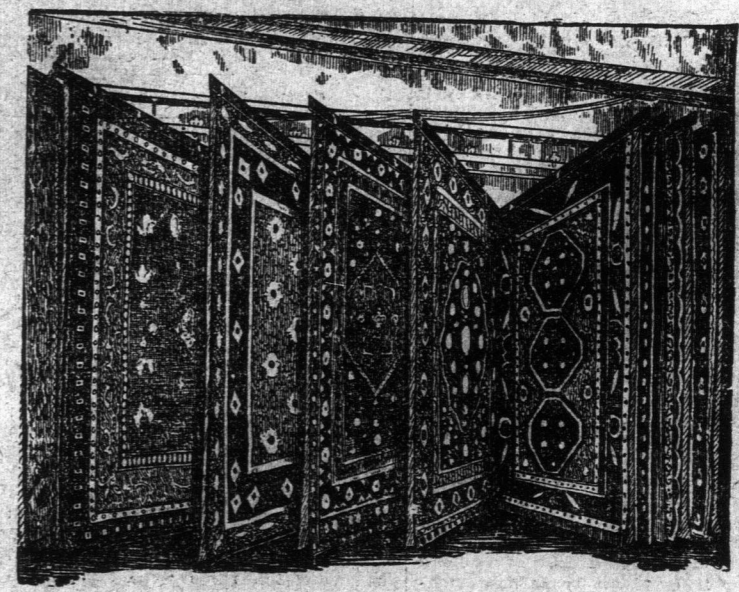
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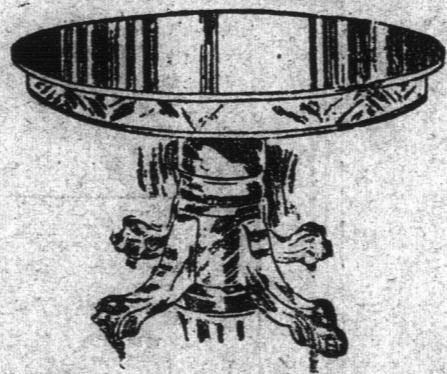
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Wilton Carpets from, per yard	\$1.90



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(C) barge, some others with s de Dios or s Bello. (For alive again, locks, and ev dredges strike or brings up The cargoes up by giant u houses, out of er, run intellig no motormen, the top story Here eight h three element concrete, and e buckets, three somewhat la trains, whose lock pits. Pre rise in the air pit, in the grip cable stretched ton towers t lock site. W one of the mo up, and there place.

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Cens

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