

The Colonist.

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RAIL TO THE NORTH.

In yesterday's Colonist appeared the first insertion of an advertisement by the Esquimalt & Nanaimo Railway company of its intention to ask Parliament for authority to extend its railway to Hardy Bay. It may be remembered by some readers that such action on the part of the company was foreshadowed in these columns several weeks ago. The project is dealt with this morning in the news columns of this paper.

In mentioning this very important notice, it seems fitting that reference should be made to an interesting fact in connection with railway extension to the north. It is not very generally known that Dr. J. S. Helmcken was the pioneer of the agitation for such a road. More than fifteen years ago he addressed a series of letters to this paper on the subject, and these afterwards were printed in the Sessional Papers of the Legislature. The foresight and great store of knowledge exhibited by Dr. Helmcken in them were generally appreciated at the time, but not as much so as they would now be if the letters were reprinted. We congratulate him upon the fact that he has at last seen his progressive ideas adopted by one of the most progressive and powerful transportation companies in the world, and we venture to express the hope that he will be able to drive "the last spike" when the line has reached completion.

The approaching consummation of this phase of development in connection with Victoria and Vancouver Island, encourages the Colonist to continue to labor for the realization of the other phases of it, for which it has labored so long and so earnestly, and possibly at times to the point of wearying its readers. It also ought to have the effect of dispelling the last fragment of the mist of pessimism that has so clouded the vision of our citizens. Surely no one will ever hereafter ask if it is forth while to labor for the things our city needs to become great and prosperous. Events are moving quickly nowadays. Things can now be accomplished in a year or two that heretofore could not be brought about in a decade.

The outlook for Victoria and the whole Island never was as bright as it is at the present time.

GUN ACCIDENTS

If asked to state the most prolific first cause of gun accidents, our unhesitating answer would be, want of proper respect for firearms due in many cases to want of proper knowledge of their powers for danger. Also contributory causes we might add, want of experience and nervous excitement in the field, and habitual, or occasional, carelessness in spite of knowledge, but we believe that almost all gun accidents will be found on analysis to be due to this want of respect for a lethal weapon. This is true, not only of accidents in the field, but also of the very numerous so-called accidents, usually fatal, caused by children and others clowning with guns, left in their reach by others, who "did not know were loaded." People who leave guns where there is any possibility of their getting into such hands should be declared by law to be guilty of a criminal offence; people who handle guns in such a way as possibly to endanger others should be equally guilty.

The reason why there are so many people who continually do such things is because no adequate steps have been taken to make them realize the great danger they are running, by their ignorance and carelessness, of bringing misery on others and themselves. In a civilized state the citizens are prevented from injuring one another, through other forms of carelessness by wise regulations; for instance no man may drive over another man in an automobile, with impunity, and regulations governing traffic are in force to guard as far as possible against the danger of his doing so; but, as things are now with us, he may take a deadly weapon into the woods, restrained by law from shooting certain wild creatures at certain seasons, but at perfect liberty to scatter his lead in every direction to the danger of his fellow men and with the excuse ready-made that it was "an accident," to get him off scot-free should he chance to kill or maim a human being.

In reviewing the heavy list of gun accidents reported this season by the local press, and to which special reference is made in our news columns, we cannot find a single instance which does not bear out the truth of the claim made in the opening sentence of this article, excitement or just plain carelessness, get-

ting the better of the knowledge and experience, where it existed, in some cases, and in others, want of proper respect for deadly weapons being absolutely, and directly responsible for the disasters.

Asked to suggest a remedy for the annual heavy "undertaker's bill" in British Columbia, we cannot see, human nature being what it is, that there can be any better remedy proposed than legislation to control the use of firearms. First and foremost, the law already on the Statute books, making it illegal for boys under a responsible age to handle guns at all, should be rigidly enforced; at present, the sight of a youth of tender years carrying a gun "as big as himself" is far too frequent. Whether it would be a good thing to impose a gun tax is not quite the point which need be discussed at this time, but that it should be made obligatory for anyone, before he can carry and use a gun, to obtain a permit seems to be beyond question. Such permit should never be issued to any party until he is able to pass some form of examination to prove that he is a fit person to be let loose upon the community with a deadly weapon. The obligation would then be imposed on everyone who wished to use a gun to acquaint himself thoroughly with the proper and safe way of handling it under all circumstances. At present, we respectfully urge that there is a heavy responsibility resting on the government, while it allows irresponsible and incapable abroad with weapons of death, and there is also a heavy responsibility resting on parents, who allow their boys to carry guns, without first seeing that they have been thoroughly grounded in the necessary training to teach them the safe use and carriage of their weapons at all times.

There are two golden rules which should never be forgotten by anyone who handles a gun. First, treat an unloaded gun just as respectfully and "carefully" as a loaded one, and keep just as strict a watch over the direction of its muzzle; it is the "unloaded" gun, which is responsible for the far greater number of accidents out of the field, and for many in the field. The second golden rule, known to every sportsman, but not always rigidly observed, is never to shoot at anything, unless a clear view of the target leaves no possibility of doubt as to what is being shot at, and also no possibility of doubt as to there being any other living thing in or near the line of fire.

On reflection it will be seen that these two rules include in their scope all the other well-known rules, such as taking out the shells when getting over a fence, and never letting a loaded gun out of one's hands, and these should be so grounded into the young sportsman, before he is allowed out by himself, that there will be no fear of his forgetting them. After that, if accidents happen, it is because accidents of all kinds will always happen in an imperfect world peopled by imperfect human beings, but at least they will have been as well guarded against as seems possible so long as firearms are in use for purposes of sport.

PIONEER OF HARBOR DEVELOPMENT.

In discussing the question of harbor development we are prone sometimes to lose sight of a name which more than any other seems inseparably wrapped up with the port of Victoria. We allude to Mr. T. C. Sorby. If he has not been the main spring of all action in the past, and the author of practically every suggested improvement it is only because his plans have been borrowed and he has not obtained the credit which is his due. In every sense the work which he has been carrying out for so many years past has been a public-spirited one, and up to the present it has obtained, as far as we know, no recognition. It is not an exaggeration to say that Mr. Sorby has worked almost night and day in drawing up plans which he believes will make for the betterment of this port. There is no one who has made a more systematic study of the requirements, no one who has taken a keener or more altruistic interest in this branch of development. We do not know what his politics may be and do not care, for his services have been such as to make him a man who cannot be passed over in any policy of expansion which may be decided upon for the future. When the Dominion government, as we believe, it will, takes steps to place this harbor in a condition which the ranking of the port entitles it to, the past and present services of Mr. Sorby should not be passed by without recognition. We believe that he would be an admirable man to be engaged in a consulting capacity. He has a closer insight into the conditions which obtain at present than anyone else. He knows where improvements are most urgently required and in large measure how they can be best attempted.

In the study of a harbor the lessons learned through the years, based upon a continually growing tonnage, are of the very greatest value and no one has mastered these better than the secretary of the Inner Harbor association.

Whether the government appoints a commission, or, following the recommendation of the board of trade, an expert engineer to decide upon a scheme or development, it would seem to us to be both fitting as well as only just to insure that the services of Mr. Sorby are available and that they receive a proper consideration commensurate with their undoubted value.

NEEDED LEGISLATION

We have a suggestion to make to the provincial government of an amendment which might very well be made in the Companies Act. It is that a clause should be inserted whereby it is made obligatory on companies whose operations involve interference with public property to leave that property in the same condition as they found it in when commencing work. This clause would have special application to corporations such as railways, tramways, waterworks and such other companies as have to get a right of way above, on or under highways or other portions of the public domain. In the first place such legislation would save the provincial government money. Secondly it would afford the public generally proper safeguards that corporations cannot in this way deteriorate the value of land in which the fee simple is vested in the people. We have just been furnished with a striking example of the need of this protecting clause.

The government has decided to spend a sum of \$30,000 on the Colwood road to remedy the defects for which the Esquimalt Waterworks Company is responsible. There is apparently no legislative machinery which can compel the corporation to restore the roadway to the condition it was in before the work of laying pipes was commenced. As a consequence the government has had to step in and find the money. This does not seem right. There should be a power which will govern any interference with the public's property, and it would seem to be an easy matter to insert a clause in the Companies Act which would have the desired effect. We commend the suggestion to the attention of Mr. Bower.

It would be interesting to know just what is taking place in China.

At this stage of the proceedings Italy has probably begun to wonder if she was not just a little too much in a hurry.

If all the rain that is coming to us should come at once, what a state the city would be in. But let us hope for the best.

A Quebec preacher says that women's hats keep men away from church. A poor excuse is better than none. This remark applies to the pulpit as well as to the pew.

Answering a correspondent, we may say that the authorities place the accent on the first syllable in the word "Tripoli." The origin of the word is the Latin name Tripolis.

The Winnipeg Grain Exchange telegraphed congratulations to the Duke of Connaught upon his arrival "in the bread basket of the Empire." A sort of solar plexus arrival this.

Ottawa's assessment returns show the population of that city to be very considerably in excess of the figures given in the Census returns. There never was a Census taken in Canada which gave rise to such profound dissatisfaction as that of 1911.

Mr. Walter Long, a Unionist M. P., said recently that Home Rule meant a reconquest of Ireland. This seems strong language, the language of an irresponsible politician rather than that of one who aspires to be considered a statesman.

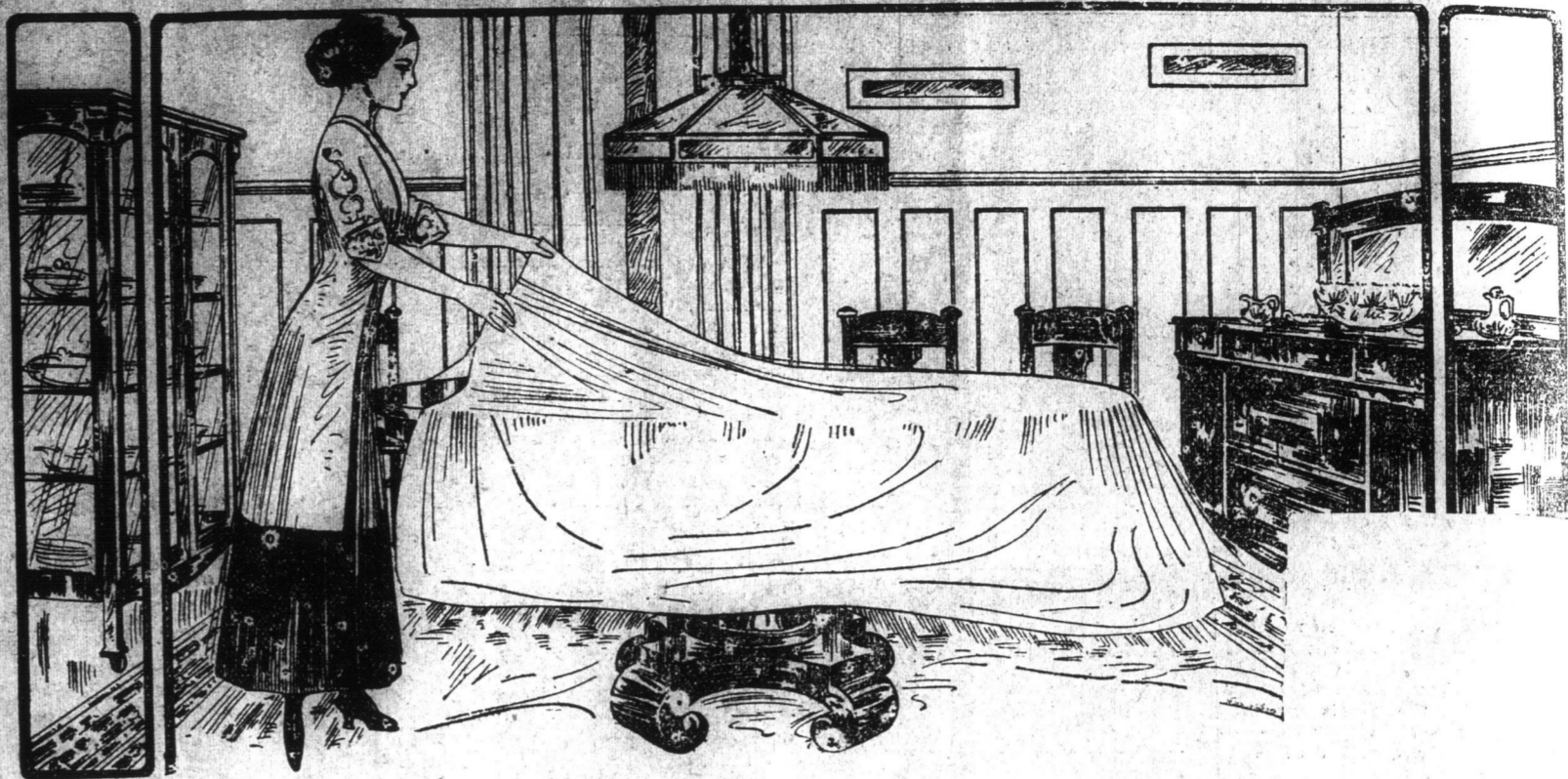
The proceedings in the McNamara case at Los Angeles are a travesty on the administration of justice. Institutions, under which such a continuous performance is possible, are on the verge of collapse. The lawyers and the judges of the United States have perverted the law out of all semblance to its original meaning.

Comment has been made upon the fact that the Colonist is urging public improvements upon the attention of its friends in power even more strenuously than it urged the same improvements upon those to whom it was politically opposed. That's a way the Colonist has, and it may give some people an idea of what it means by a newspaper being "independent within its party."

The strength of British Columbia's conservatism can be gathered from an analysis of the vote at the recent Dominion election which we print today. The solidity of the province can be gathered from the fact that out of a total vote of 44,599 the supporters of the present government polled a majority of 3,418. This is a splendid showing and behind the seven representatives returned to Ottawa is the voice of a people who have declared in very pronounced terms what they consider the ideal of the future should be for this country.

The Vancouver Seamen's mission is to have a \$75,000 home of its own. There will be no amalgamation with the Strathcona Institute.

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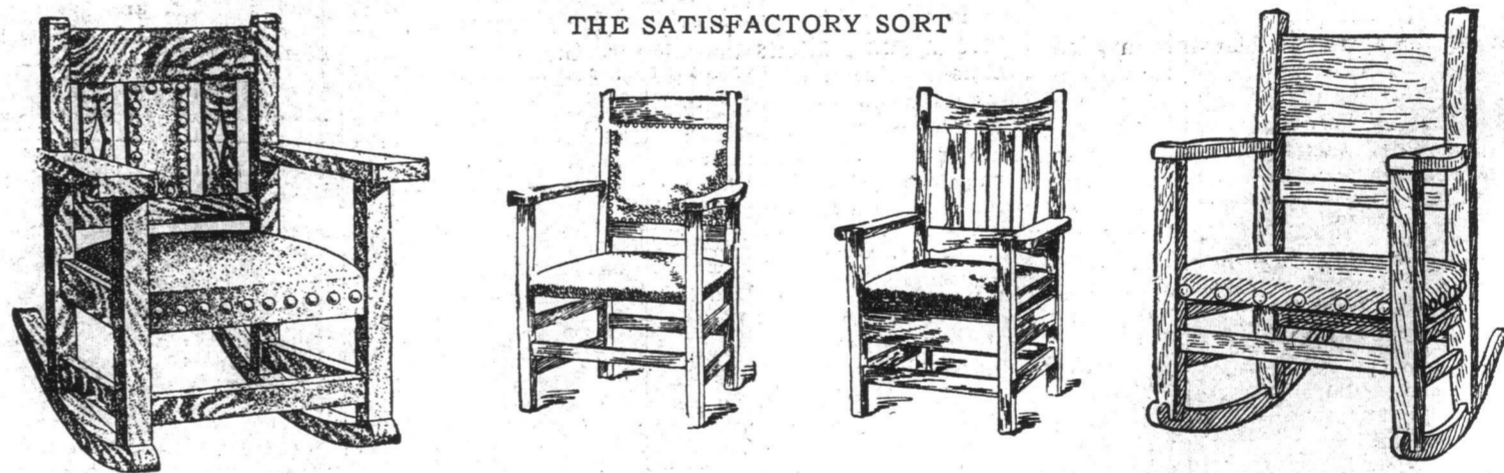


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THE SATISFACTORY SORT



There is nothing to equal the comfort, style and appearance of these new arrivals in Chairs and Settees in the Early English Oak and Fumed Oak, upholstered in Spanish Leather. Every piece is strongly built and is of the latest design. These pieces have an individuality of their own. There is that air of distinction about them, only possessed by goods of quality. Here-with are the prices of those we have just unpacked. Many more will be on our third floor by Monday morning.

- Fumed or Early English Oak, large size gentleman's lounge chair with Spanish Leather cushion seat and back. Price \$50
- Morris' Chairs, Early English or Fumed Oak, Spanish leather cushions seat and back. Price \$40
- Morris' Chair, Early English Oak with Spanish Leather cushion seat and back. Price \$45
- Settees in Fumed or Early English Oak, 6 feet 6 inches, with two Spanish leather cushions on seat and two on back. Price \$100
- Settees in Fumed or Early English Oak, 5 feet 6 inches, Spanish leather \$90
- Three-Piece Library Suite in Early English Oak, upholstered in Spanish leather. The suite consists of Settee, Armchair and Rocker. Price \$73
- Rocker or Library Chair in Fumed or Early English Oak with leather seat and leather cushion at back. Price \$35
- Fumed or Early English Rocker, upholstered in Spanish leather. Price \$25
- Library Chair in Fumed or Early English Oak, upholstered in Spanish leather. Price \$25

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THE ROM

Claudius was such a career of this emp-ressibility of talent peasant, and he took that his father leas- relit, a rich senator, as a common soldier from rank to rank un- in-chief of the caval- and married the dau- whose veins flowed Trojan. His streng- highest. In one batt- killed no less than own hand. He was dextrous. As a di- yet always kind to- ply with the orders sary to make the Rome what it ought

On the death of solved upon renewing territory. The Van- combined host made bian frontier. Au- them, and in a batt- from early morning- conspicuous victory peace, and it was g- tion being that they a force of 2,000 cav- the new friendship, number of Gothic y- be sent to Rome as formed into a p- maidens were eluc- married to sons of families. On his- abandon the remot- was doubtless influ- considerations. Or- culy of defending the other a recogni- Goths and Vandals- expansion. He was frontier, even if son- ter, than a disputed- the wisdom of his- mans, who had set- under their new Go- the barbarians agr- ences of civilized- a friendly feeling to years to come beca- fences of the Empe-

While these thin- northeast, on the n- Italy with a pove- Aurelian marched- crecy. He did not- vance, but awaited- easier to reach their- front. The Aleman- paign in a series of- one of these fo- by a Roman army. Be able to close in- There was no near- for peace. Aurelian- tion prepared so as- greatness and maj- that could be devis- play was resorted- it all was Aurelian- majestic figure set- ments. So impress- that they prostrat- to their feet at his- covered their confid- of the terms upon- form an alliance w- stern and imperio- surrender would sa- further could be- away to Pannonia, conducted by his li- threatened to b- Italy. Recalled to- disaster, Aurelian- and after varying- received so severe- his first collision w- were expressed in- Empire had come- favorable to the E- completely vanqui- doubtful if the hist- remarkable campai- reliant in northern I- Never was victory- defeat in such a no- and courage of a- fied.

One lesson wh- Aurelian was that- immune from dang- to erect walls arou- was 21 miles. It- Rome say this wor- feelings of dread, f- plied diminution of- as compared with- nearly a thousand y- to keep the foes of- felt necessary, ever- sonal valor and ski- to fortify the city it- who saw far ahead- was approaching.

Aurelian next t- which for years ha- dependence. A w- possesses, I of many- the real leader of- caused Tetricus to- alty, and if he had- might have won h-