

The Colonist.

The Colonist Printing & Publishing Company, Limited Liability
27 Broad Street, Victoria, B.C.

THE SEMI-WEEKLY COLONIST

One year \$1.00
Six months50
Three months25
Sent postpaid to Canada and the United Kingdom.

THE NEW JUDGES

The appointments to the Court of Appeal have been made and the vacancies thereby created upon the Supreme Court bench have been filled. We congratulate the gentlemen appointed and hope that they will be happy in their new positions. We expect much from Chief Justice Macdonald. While the name of a legal gentleman, much more prominent in the profession than he, has been mentioned in connection with the position and while his appointment would have secured to the appellate court one of the ablest and most experienced lawyers in Canada, we accord to Chief Justice Macdonald, as we have always accorded to him, the possession of an intellect specially adapted for judicial purposes. He has the great advantage of youth on his side, for although he is old enough to be of ripe judgment, and he is young enough to grow in knowledge and usefulness. The elevation of Messrs. Justices Irving and Martin to the higher court secures for that tribunal the presence of gentlemen who have had great experience in the class of work with which they will have to deal. Mr. Justice Gallie has yet to demonstrate his fitness for judicial office, but he is of unquestioned ability and we have no doubt that he will show himself to be a capable judge. The appointments made by Mr. Justice Gregory have been looked upon as a foregone conclusion. His large experience and conspicuous fairness ought to combine to make him an excellent judge. It is worthy of mention that Sir Vivian Laurier has had the rather exceptional experience in his case of having appointed to a judgeship the son of one, whom he had already appointed to a similar position. While Mr. Justice Murphy has not been very much before the public in his legal capacity, he has always had the respect and confidence of those with whom he came into contact, who recognized his ability and sound common sense.

THE SONGHEES RESERVE

Mr. R. L. Drury writes us a letter, which appears this morning, making a suggestion for the settlement of the Songhees Reserve question. Substantially what Mr. Drury proposes is that the provincial government shall advance the money necessary to buy the Indians out. He is hopeful that, if a definite cash offer is made to the members of the tribe they will accept, and he says that the Minister of the Interior has expressed his willingness to assist a settlement along these lines. If this proposition is not accepted, Mr. Drury suggests that the Indians shall be enfranchised and the Reserve made subject to taxation. He seems to think that they would accept a reasonable cash payment rather than have the other course resorted to.

Mr. Drury does not discuss the ultimate disposition of the Reserve, but we suppose that if the provincial government buys the Indians out, the Dominion government would make no claim to any of the proceeds that might be derived from the ultimate sale of the land; but we agree with our correspondent that this aspect of the case need not be discussed at present. The suggestion advanced is not wholly new, and we do not understand Mr. Drury to claim that it is. Some years ago the Songhees were consulted on a proposal somewhat similar to this, and they were not unfavorable to it, although it cannot be said that they gave their assent to it. We venture to suggest to the provincial government that they might very well look into the proposal and see if it can be carried into effect. The growth of Victoria seems assured beyond all question, and the Reserve is needed now more than ever before. We are glad to see Mr. Drury approach this question in the spirit shown in his letter, and shall welcome any further suggestion from him in regard to matters pertaining to the progress of Victoria.

NANAIMO CONNECTION

The interruption of traffic on the E. & N. Railway will be exceedingly inconvenient, although the company will doubtless use every possible effort to repair the damage done by the late storm. The Charmer will afford a useful service in the meanwhile. May we ask the railway management if any time could not be saved by running the steamer from Sidney and sending passengers and mails over the V. & S. Railway? Might it not be possible by such an arrangement to make a round-trip from Victoria to Nanaimo and return in a day by running the steamer between Sidney and Ladysmith? Of course, if the delay will only be for a day or two, it would hardly be worth while to try this service, but if the interruption is likely to be prolonged, the company might see its way clear to act upon the above suggestion. Possibly allowing for the time necessary for the transfer from the V. & S. train to the boat and from the boat to the train at Ladysmith, the journey from Victoria to Nanaimo

could be made in six hours by the proposed route; that is passengers could leave here at 8 a.m. and reach Nanaimo at 2 p.m., and they could leave Nanaimo in time to connect with the steamer at Ladysmith, and reach Victoria at 5 p.m. This would give us connection each way once a day. The schedule might be reversed. We hope no such arrangement will be necessary; but if the damage to the line cannot be replaced quickly it may be well to consider some such plan.

THE WORLD'S VIEW

Our good friend, the Vancouver World, is considerate enough to "bow to the will of the people." That's a mighty good thing to do when the people speak out after the manner in which they did last Thursday, and we must admit that our contemporary sees the humor of its own statement. It comforts itself with the reflection that "action and reaction are equal and opposite." It might have made another suggestion, namely that when a thing gets to the top, it can do only one of two things, stay there or come down. We quote the following, with the value of which all thoughtful people will be impressed: "One fact of primary importance which is recognized in the constitution and which we have no doubt will be recognized by the government which is about to be formed, is that to Mr. McBride and his followers the voters of British Columbia have committed a trust greater, perhaps, than has ever been committed to any previous government in the province. It is sincerely to be hoped that the government by its fidelity to that trust will show its appreciation of the almost prodigious generosity with which it has been extended to and reposed in them. On Mr. McBride, as leader, will rest the heaviest responsibility which has yet been his in his native province. The World says that "Liberalism lives in all Anglo-Saxon communities." Here our contemporary is mistaking a name for a principle. We are averse to fighting battles, but cannot for bear saying that the opposition there was nothing in the election that could be called Liberalism. Referring solely to our own province, it can be said without fear of successful contradiction that the labor people, who might naturally have expected to find in the Liberal party an exposition of their views, failed to do so, and today look to the Conservatives for the adoption of those lines of policy, which make for the betterment of the working classes. It is doubtless true that "Liberalism lives in all Anglo-Saxon communities," but the custodians of it are not always the men who call themselves Liberals.

SIGNIFICANT STATEMENT

Perhaps the most significant statement that has been made in connection with the discussion of the Budget is that of Lord Chancellor Loreburn, made in the House of Lords on the debate on the second reading of that measure. In the course of his speech he read the following: "It is impossible that any new Liberal government can ever again bear the heavy burden of office unless it is secured against a repetition of treatment such as our measures have had to undergo for the last four years." This has been interpreted to mean that no Liberal will ever again accept the office of Prime Minister unless he has the promise of the Sovereign that he will be allowed to appoint as many peers as may be necessary to overcome opposition in the Lords to financial measures. People whose prejudices lead them to form hasty views, or who are not willing to examine the situation as it really exists, may not appreciate the importance of such a statement coming from such a source. There is too much of a disposition on the part of many persons to discredit the motives of Mr. Asquith and his colleagues, and to represent them as hostile to the established order of things. But it must not be forgotten that there is more than one "established order" in the United Kingdom. Events may show that the men, who seek to meet the wishes of that order, which is landless, and which is engaged in a daily struggle for life, may be rendering the state the greatest service. The London Daily Telegraph, which is perhaps the most pronounced opponent of the Liberal ministry, has been printing a series of pictures, showing parts of London by night. They tell their own story, and it is one that speaks more eloquently than words. It is all very well to talk of the submerged classes; but we venture to say that if an analysis could be made there might be found in the veins of some of those unfortunate men and women, who are glad of a shelter under the arch of a bridge or on the leeward side of a wall, where they can get even a piece of newspaper to protect some part of their bodies from the cold—we say if an analysis could be made of the blood in their veins it might be found that mingled with it was some drawn from streets that had in days gone by made England great. The unhappy part of it all is that the number of these outcasts is increasing constantly. If the falls upon deaf ears, we may well shudder for the future of the Mother of Nations. Foreign policy is doubtless important, but domestic reform is vital. It may be that the way to elevate the condition of the lower social strata is to adopt tariff reform, and we confess to being unable to see how the Liberal Budget will contribute much in that direction; but of this we are sure, namely, that unless those in the United Kingdom, who have much, are willing to hear the cry of those who have nothing, the national day will shortly begin. "It is no answer to say that the great landlords recognize their duty to the poor. Perhaps there is nothing more pleasing than the manner in which the majority of the landed aristocracy recognize their obligations in this respect. But charity only scratches the snake of poverty; it does not kill it. Back of the policy for which the Liberal government stands is a desire to grapple with the tremendous domestic problem referred to. The methods adopted to deal with it may be ill-advised, but this is not the principal question. This has to do with the facts, and one of the most important of all these is the growing belief on the part of millions that the whole social order calls for change. Lord Loreburn's declaration, if it is carried out practically, will place before the people of the United Kingdom an issue of greater magnitude than any with which the British people have had to deal within the lifetime of the present and last generations.

The Ottawa Journal enters a protest against the surrender by the parliamentary majority to the government of the whole duty of perfecting such legislation as that relating to naval defence. There is a growing tendency in all legislative bodies to lose their deliberative character, and become merely registers of the views of leaders. The Standard of Empire thinks the first duty of the British government ought to be to provide work in the Overseas Dominions for the British unemployed. If the stories told in the London papers are only half true, such a duty rests upon some one, and there is plenty of work for willing hands to do. The great danger of the unemployed problem is that it breeds a race of men unfit for work. The recent heavy rain has given the glacial region something to think about. It is quite true that there seemed to be no reason for providing against such a great amount of precipitation; but we all know now that it is. Years may elapse before we will again have such a continuous downpour, but the weather does not recognize precedents, and provision must be made for exceptional cases. There are places where the permanent snowfalls cause the surplus water to collect in quantity to the great discomfort of residents. This will have to be remedied in some way in providing for the surplus water. It is necessary to take the maximum precipitation on record and then allow a margin for safety.

The statement is made with every appearance of authority that the Cowichan branch of the E. & N. railway will make Crofton its sea terminus, and that from this point the lumber cut along the new line will be shipped, whether it goes foreign or to the Prairies. From the standpoint of Victoria we think such an arrangement is as favorable as could be wished. A fast steamer plying between the V. & S. railway and Crofton would give this city excellent connection with the new town that will be established there, and one that will be quite independent of the E. & N., so that we will have a competing service to that point. This ought to secure for Victoria the control of the trade that will be built up by reason of this new enterprise. For the city will have a distinct advantage over Vancouver or any other possible rival. As every one is saying more or less about the weather, perhaps a word or two on the subject may not be out of place. What we have in mind is the weather of yesterday. The rain fell steadily after midnight until well into the morning, and then the sky cleared as if by magic. There was none of the struggling of the sun to come out, with which Eastern people are familiar. It simply stopped raining and almost before we had the insect kind of a day. This we had the insect kind of a day. This was a peculiarity of our Coast weather, and presumably the physical conformation of the country explains it. The odd part of it is that these transitions usually take place without much wind. It does not seem to be a case of air currents carrying the rain-laden clouds away, but rather one of the emptying of the atmosphere of all superabundant moisture.

XMAS COOKING DEMANDS THESE



Helps to an Easier Solution of This Important Problem

THE culinary department of the home demands extra attention during the early days of December and right up to the 25th. More than ordinary are the preparations made for this greatest of holidays and few are the homekeepers who aren't interested in helps to an easier and a better solution of this problem of "preparations"—who wouldn't find in our collection of such helps some item they require.

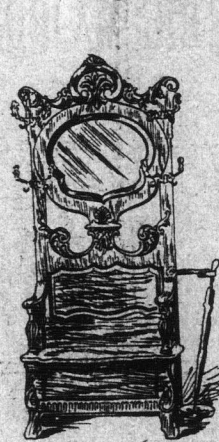
The kitchen goods department holds a host of little things—items running in price at 5c, 10c and up to 25c—that disclose short cuts. There is the biggest array of cooking utensils to be found in the city. We suggest that every homekeeper inspect our many offerings before commencing this task—from the little egg whip to kitchen cabinets there is much of interest.

Royal Saxony China Dinner Service, 112 Pieces, \$22.50

One of the most sensible as well as the most acceptable gifts you can make—a dinner service. Especially if that set be such a dainty creation as we offer in these new Royal Saxony China Services just received. The decoration is a conventional effort in green and lavender and is unusually attractive. The ware—well come in and see this service, it's the only way. 112 pieces remarkably low-priced at \$22.50. We have the same service further embellished with a gold treatment and priced at \$25.

Let Your Umbrella Drain Into One of These

HALL RACKS AND UMBRELLA STANDS PRICED RIGHT



OF COURSE your umbrella is soaked, the extra wraps are wet and the rubbers muddy. But what of that? Let your umbrella drain into one of these racks; hang the raincoats on the rack and keep the rubbers handy in the cupboard of the hall rack.

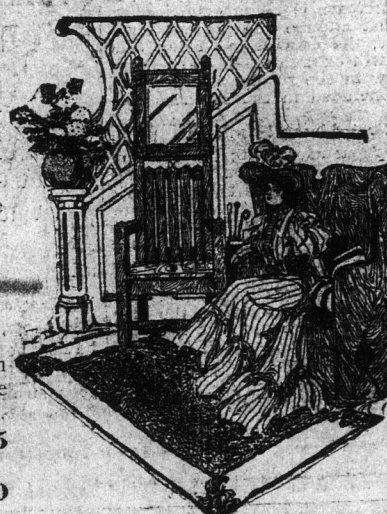
With all these conveniences is combined low-price. We are unusually fortunate this season in being able to offer such an excellent range of moderately priced hall racks. Stylish in appearance and well built. All popular woods and finishes. Priced at—

\$12 \$16 \$18 \$25 \$32.50

UMBRELLA RACKS FROM \$2.25

We show several attractive styles in umbrella racks, having them in golden and early English finished oak. Put one of these at the back door. Excellent for offices, too.

UMBRELLA RACKS, in golden finished oak, at \$2.50 and \$2.25. UMBRELLA RACKS in Early English finished oak, \$9.50 and \$4.50.



Much Choice in Mattress Style and Price Here

EASY TO CHOOSE A COMFORTABLE STYLE AT A CONVENIENT PRICE

Good night and pleasant dream, with the certainty of a good rest if you sleep on a mattress purchase from our offerings. All are excellent value—the best value offered anywhere at the price. Made with care from the best materials. Come in and see what we call quality and value.

Remember that, no matter how elaborate the bed may be, there's little comfort if the mattress isn't right. We sell the right sorts.

MATRESSES, full size, wool top and bottom, from \$4.50 at RESTMORE MATRESSES, an excellent mattress, \$12.00. MATRESSES, full size, cotton felt top and bottom, from \$6.00 at OSTERMOOR MATRESSES—Sole agents. Price \$15.00.

Other sizes at proportionate prices. We show fine line of Spring Mattresses in all sizes.



GET A DOOR MAT

For Wet Days—These Days BEST QUALITY COCOA

14 x 24 in., at \$1.25 and \$1.25. 16 x 27 in., at \$1.50 and \$1.50. 18 x 30 in., at \$1.80 and \$1.80. 20 x 33 in., at \$2.25 and \$2.25. 22 x 36 in., at \$2.75 and \$2.75. 24 x 39 in., at \$3.25 and \$3.25. 26 x 42 in., at \$3.75 and \$3.75. 28 x 45 in., at \$4.50 and \$4.50. 30 x 48 in., at \$5.00 and \$5.00.

Wool Bordered Cocoa

Mats make a very attractive style and are much favored door mat styles. We show an excellent range with the prices ranging at \$5.00, \$2.50, \$2, \$1.50 and \$1.25.

If you'll just combine a wire door mat with the cocoa one you have decided to purchase you'll get a combination that'll repay you many times for the money expended, in satisfaction. The wire mat removes the greater portion of the mud and the cocoa mat completes the operation. The dirt falls through the wire mat and is easily swept away. Preserve the life of the cocoa mat. We have them priced in many sizes, priced at \$1.25, \$1.75, \$2.50, \$4.00, \$5.00, \$6.00 and \$7.00.

TRY THESE WIRE MATS



Card Prizes in China that Combine Beauty and Utility

The thousands of pieces of china—"odd bits" we call them, to distinguish between china sold in sets and sold by single item—which form a conspicuous part of our stock, require no mental gymnastics to be considered appropriate prizes for the ladies at euchre or whist. They combine a beauty which is dearly loved by every woman with a usefulness that it is her joy to exploit on every occasion. Your list of prizes should be exclusively china bits if you would excite spirited competition in the contest. Try it.

SEND FOR THIS FREE

Our fine, large Catalogue for 1909 is printed on the finest paper. The book has almost 2,000 illustrations of good size. Every article is fully described and priced, making it an easy matter to do your shopping at home if you have this book. Send your name for a copy TODAY.

WEILER BROS.

HOME FURNISHERS SINCE 1862, AT VICTORIA, B.C.
COR. GOVERNMENT AND BROUGHTON STREETS.

For a Shaver's Xmas Gift

We have many excellent suggestions. Nothing would please the man who shaves himself better than

GILLETTE SAFETY RAZOR

No danger to shave with this unrivalled Razor. No trouble—just lather, then shave. See our latest pocket edition. Prices \$5.50 to \$12.

CYRUS H. BOWES, CHEMIST
1228 Government Street

Washout

DETAILS OF WRECK THAT KILLED

VANCOUVER, Nov. 30. A fearful railway tragedy occurred Sunday morning in the interior. A Great Northern train, which was 41 cars long, including crew, went through a washout. Twenty-two of the passengers aboard the train were killed outright or died within minutes. The white man, usually hurt was George W. commercial traveller, whose was so badly crushed that he died at the Vancouver General hospital this morning. Engineer Beattier was crushed about the hips, but well at the Royal Columbian at Westminster, and died within a week. Fireman Purdy was most not at all, the commercial traveller, who was in the rear of the train, was together uninjured. The accident occurred about west of the city limits of Westminster. The train consisted of engine and tender, followed by a box car, which was a box car, and finally a caboose. The train was sliding easily down the track between Burnaby Lake and the distillery, when it went over the culvert. The latter carried a track a little brook, known as the "mill" creek, which empties into the river a quarter of a mile from the crossing of the North road, nears Westminster and about half a mile from the accident.

Washed Out By Rain

Covering the culvert was a heavy sand about 20 feet in all formed the track bed for five or six hundred yards. The train was sliding easily down the track when it went over the culvert. The latter carried a track a little brook, known as the "mill" creek, which empties into the river a quarter of a mile from the crossing of the North road, nears Westminster and about half a mile from the accident. A small lake must have formed on the upper side of the "mill" with a dam. Before the train, the water had seeped through the culvert, and then carried a large part of the earth into the water and the train. With the rails still in place, probably several feet of earth underneath, the locomotive succeeded in crossing the culvert. The front trucks of the train went down, sliding back hole. Following the tender, the red box-car in which were the engine and crew, was crushed. It plunged headlong into the water in such a manner that it stood in the air above the tracks. Then came the freight cars, which cut the box car in two as if the cleavage had been a sharp knife. The second in which this was probably half of the ill-fated train lost their lives. The other cars piled partly on top of each other, and the train was a mass of wreckage. The caboose, in which the conductor, a time brakeman, never got out, was the last to be crushed. When they felt the locomotive back and start to fall, the crew and fireman jumped, escaped being killed as for a great quantity of wreckage the cab and the ten