

The Colonist.

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HARBOR IMPROVEMENTS

We are able this morning to make the interesting and important announcement that instructions have been sent to Mr. Keefer, resident engineer of the Public Works Department, to prepare forthwith plans for the breakwater to be erected at Ogden Point to the end that tenders may be asked for its construction. This announcement will give the people of Victoria profound satisfaction, and they will join with us in expressing very hearty appreciation of the manner in which this project has been brought to the point of actual realization. Victoria will soon witness the beginning of the improvements that will give this city the finest harbor on the Northwest Coast of America.

Here it may not be amiss to say that the efforts which have been crowned with such success illustrate what can be accomplished by persistent, well-directed effort. There is a great work yet to be done, but the people of the city are equal to it. We only need to pull together strongly for a little while longer to see our city become the greatest seaport in Western Canada, if not in the whole Dominion.

NEW RAILWAY TO THE COAST

The announced intention of the Canadian Pacific Railway to build a new line to the Pacific coast has evoked the liveliest interest possible in Victoria. The location of the new line has not been announced, but the general opinion locally is that it will be by way of Butte Inlet.

It is not generally known that in the year 1895 the late H. P. Bell, C. E., by the direction of the provincial government, made a preliminary exploration for a railway line across British Columbia from the head of Butte Inlet to Yellow Head Pass. His report with a profile of this line, will be found in the Sessional Papers for 1898. Mr. Bell followed the Marcus Smith survey from Waddington Harbor to the Central Plateau, but instead of going on to Fort George, as Mr. Smith did, he struck out eastwardly crossing the Fraser river near the mouth of the Quesnel. The altitude here is 2060 feet. The distance is 232 miles from tide water. He then crossed the triangle embraced within the Great Bend of the Fraser, reaching that river again by way of Goat river, at an altitude of 2,330 feet. The highest elevation on the route was at the Goat River summit, which is 3,750 feet. The distance between the two points being 26 miles this would mean 54 feet, or a little over 1 per cent. to the mile against west bound traffic. There is a sharper grade than this between the Bear Lake and Valley Creek, where there would be a little less than a 2 per cent. grade for 5 miles and another place between Willow River and Beaver Pass, where there would be a grade of 97 feet to the mile, or 1.83 per cent. for a distance of 9 miles. The heaviest grades against east-bound traffic are 100 feet to the mile for 8 miles east of Quesnel, 100 feet to the mile for 4 miles east of Cottonwood river, 91 feet to the mile for 2 miles west of Beaver Pass, and 78 feet to the mile for 13 miles east of Willow river. The distance from the head of Butte Inlet to Yellow Head Pass by this route is 477.5 miles, which is 70 miles less than via the Fort George route. This part of the route as far as can be judged from the people is much better than that of the C. P. R. through the mountains.

Mr. Bell's examination of the country in the Great Bend of the Fraser was by no means exhaustive. He frequently said that it was only exploratory, and that he did not claim to have found the best route, nor to have investigated to see if it might not be possible by increasing the mileage to reduce the gradients on the route, which he followed. It is by no means improbable that if he had followed the Chilcotin to the Fraser and had crossed the Fraser there, and then gone eastward by way of Deep Creek and across to the Quesnel Lakes, he might have formed a route across the divide between the head of the Northwest Arm of Quesnel Lake, and the headwaters of the Goat river that would be better, if slightly longer, than the route which he followed. It would now avoid the heavy country between Willow River and Bear Lake.

The part of the province just referred to is one that is well worthy of examination. Mr. Bell's object was only to see if a Colonization railway was feasible, and his effort seemed to be to get as near Barkerville as possible. The probabilities are good that an exploratory party sent on to find a freight route from the Prairies to the Coast across this area would discover a much better line. We mention this survey, because the fact that it was made seems to have

been very generally forgotten. It is to the interest of the people of Victoria that it should receive further consideration. By it the distance from Yellow Head Pass to this city would be very considerably less than to Prince Rupert by way of the Grand Trunk Pacific.

ASIATIC IMMIGRATION

A Montreal contemporary discusses at considerable length the status of the Sikhs and Hindus in British Columbia and the desirability of permitting further immigration from India. We shall not take up its reasoning and reply to it, although that would not be difficult, but shall direct attention only to the caption of the article, which seems to us to be very significant. The article is headed "The Color Bar." Apparently our contemporary appears to be under the impression that the objection to immigrants from India is founded in some way upon their color. There could not be a greater mistake. Color has nothing to do with it.

We know how very difficult it is to persuade certain people in the East that when newspapers in this Province discuss the question of Asiatic immigration, they are not influenced by a desire to propitiate the "Labor" vote. We also do not lose sight of the fact that the majority of people here, who oppose Asiatic immigration, employ Asiatics to a greater or less extent. The last mentioned fact arises out of necessity. Asiatics are employed because there are no others who can be employed in their places; at least this is the fact in the great majority of cases. We would all prefer white labor if we could get it; and we all know that we can get very little of it as long as it must compete with Asiatic labor. On the other point, namely, the sincerity of the opposition of public men and newspapers to Asiatic immigration, we have the right to ask that the arguments advanced may be judged upon their merits and not through the standpoint of suspicion.

The chief objection to such immigration is not to the Asiatic as an individual. We are all quite ready to admit that in point of industry, efficiency, trustworthiness and conformity to the laws the Asiatic in British Columbia averages high. The personal factor of the case may be wholly dismissed. We need not discuss whether the industrial virtues of the Asiatic are or are not equal to those of the white race; neither need we trouble ourselves to answer the question which Prince Ito once asked of the Colonist, when referring to his own countrymen in Canada, he said: "Do they not acquire your vices with sufficient readiness?" These are not the vital questions at all.

The objection to the Asiatic is that he does not and cannot assimilate with the white race. This fact exists, and all that can be said or written about it will not alter it in the slightest degree. Their ways are not our ways; their thoughts are not our thoughts. More centuries than any of us can say have erected barriers between the two great divisions of the human race, and they cannot be pulled down with impunity. We judge from what we read in Eastern contemporaries that an opinion prevails in some quarters that the Sikhs, for example, only wish to come here and become Canadians. This is a mistake. They do not wish it, and if they did wish it they could not do it. If they were permitted to come in limited numbers they would set up communities distinct from white communities. If they were permitted to come in unlimited numbers, they would in a very short time so occupy the land that the white population would be in a minority. If British Columbia is not kept "white," Canada will become Asiatic. That is the whole case in a sentence.

PARTIES IN B. C.

The Montreal Witness discusses the state of party representation in British Columbia as exhibited in the Dominion Parliament and the provincial Legislature. It thinks we might try the system of proportional representation here with advantage. This could, necessarily, only be applied to the local House, and perhaps it may be thought wise by the present or some future ministry to consider the advisability of adopting the proposed change. As the Witness points out it will not be claimed that the Liberals stand to the Conservatives in the province in the proportion of 1 to 23, as the membership of the House shows, or as 0 to 7, as is indicated by the parliamentary representation of British Columbia. At the same time it is fair to point out that the very meagre numerical representation of the Liberals in these two bodies combined is not due to anything in the nature of a gerrymander of the constituencies. In the first election held after Mr. McBride came into power out of 8 constituencies on the southern part of Vancouver Island the Liberals carried 7 seats and the Conservatives only 1; in the next election, without any change in the constituencies the Conservatives elected 7 and the Liberals 1. Chilliwack and the Delta for years elected Liberals; at the last election both of them elected Conservatives. Other instances could be cited, but these are sufficient to show

that the great predominance of the Conservative representatives is due to changes in public sentiment. We do not wish to convey the impression that the Witness suggests otherwise, for it does not, but the facts of the case are so significant that it is worth while to draw attention to them.

The Westphalian coal miners are going to strike. Germany will have an opportunity of learning how it is herself.

The rural population of Canada is put by the revised census returns at 3,924,083 and the urban population at 3,280,441. The difference is on the right side, but it is not great enough. In a country like Canada there should be twice as many people on the farms as in the cities.

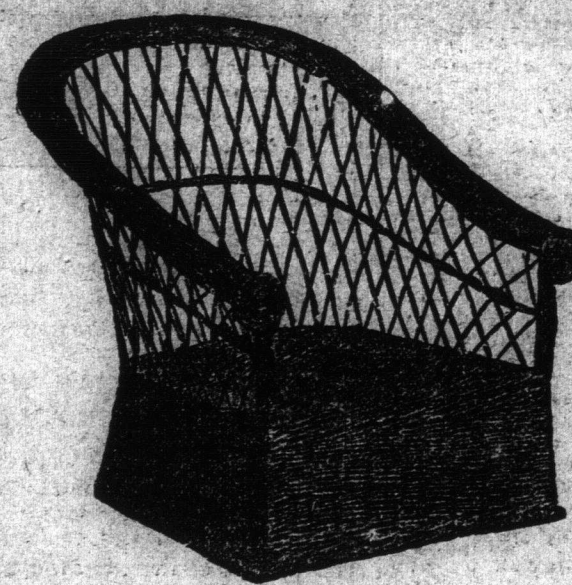
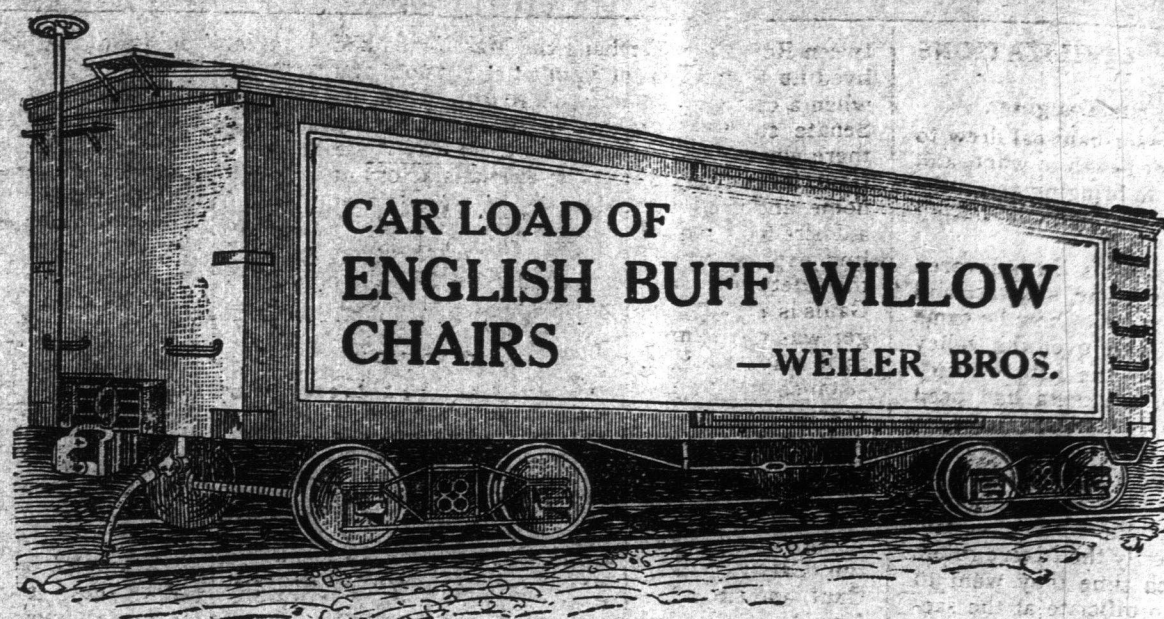
A story comes from Winnipeg to the effect that the Grain Growers' Association of the Prairie Provinces are working hard on a proposal looking to the secession of the West from the East of Canada. We decline to believe it. If there are any considerable number of people in those provinces who are dissatisfied with present conditions, they have the right, and it is their duty, to seek to change them, but to talk about secession because of a difference of opinion on a matter of trade is childish.

We see by an article in "Canada" that many pedlars of alleged Canadian townships are moving to and fro in the United Kingdom seeking whom they may persuade to invest. There are many excellent opportunities in the Dominion for the investment of money in such property. Canada makes the following very sensible observations on this point: "It is obvious that any subdivision which does not find favor locally should be certainly avoided by the investor at a distance. The British investor is safeguarded by purchasing through an established local firm or through their duly accredited London agents. The business of a firm of real estate or financial agents is that of a broker who buys or sells on commission. The confidence and success of his clients form his goodwill. He will for his own interests put them into only those sections of the town which his judgment approves, as he is anxious to earn another commission as soon as possible on the resale."

The London money market responds very slowly to demands for money even on high class security. Several reasons may be given for this. One is the strike and the very natural inclination of the investing public to await events. Another is the very heavy draft that has been made of late upon the market. The supply of money is not unlimited, and is not to be judged from the amount standing in banks to the credit of individuals. A recent magazine writer says that if all the depositors in the banks of the United States had demanded their money at the time of her panic of 1907, there would have been only enough available to give each person 14 per cent. of the amount to his credit. There is plenty of wealth in the United Kingdom, but it is not by any means all in a liquid state.

A fact very significant of the drift of public opinion in the United Kingdom, is that many of the leading Nonconformist ministers are outspoken in favor of Home Rule for Ireland. In Mr. Gladstone's time many of the most influential of the Nonconformists opposed this measure on religious grounds, but now there is a very notable departure in the other direction. The Rev. Sylvester Horne, M.P., lately said: "The problem of today is not as to what England will do for Ireland, but as to what England will allow Ireland to do for herself. British Nonconformity cannot resist the claim of Ireland for self-government until we are prepared to repudiate for ourselves that privilege and responsibility of self-reliance and self-control which for three hundred years have been the secret, under God, of the strength and prosperity of our Free Churches."

Mr. Brewster is quoted as saying that the holders of timber licences control \$214,000,000 worth of the best timber in the Province. We do not know how the Liberal leader arrived at this valuation, but possibly he is right. We certainly hope he is. But it is not true as is alleged that they are paying for this timber at the rate of \$1,300,000 a year. They are paying that very handsome sum of money for the privilege of controlling this timber as long as they pay the fee, and the Legislature can make them pay more whenever it sees fit. They will not own the timber until they cut it, and then they will have to pay the Province for it at the rate of at least 50 cents per thousand feet and as much more as the Legislature sees fit to impose. The pretence that the granting of a timber licence is an alienation of the timber is absolutely without foundation. Mr. Brewster knows it is, and yet his organ sees fit so to make this unfounded statement as to make it appear that Mr. Brewster is responsible for it. We are disposed to treat Mr. Brewster with the utmost fairness and shall not therefore take advantage of the "blazing indiscretion" of the Liberal organ to hold him responsible for something we are satisfied he would not say.



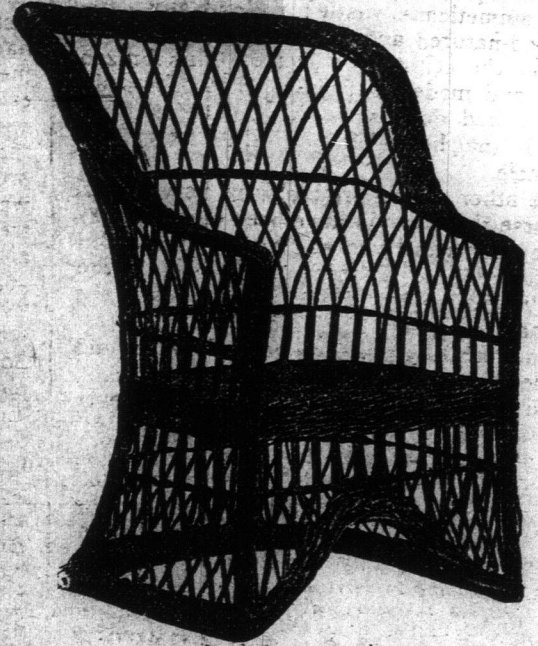
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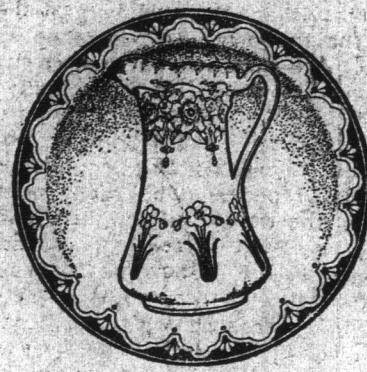


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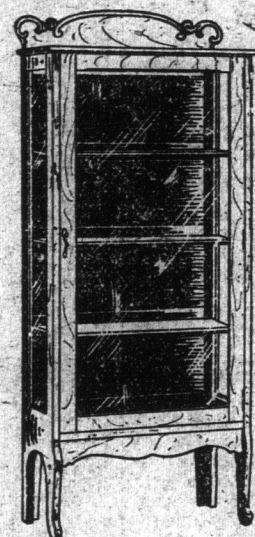


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