

The Colonist.

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THE SEMI-WEEKLY COLONIST

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Three months50
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THE COLONIST'S LONDON OFFICE

The Colonist has opened an office in London, England, at 90-B Fleet street, which is in the heart of the city, where visitors from British Columbia may call and register, and will be furnished with all information desired—what to see, where to go and how to get there. Copies of the Colonist will be kept on file and will also be on sale in the office. The management of the Colonist extends an invitation to all British Columbians to make their headquarters at the Colonist Offices and Free Information Bureau, while in the City of London.

PROVINCIAL RIGHTS

The Senate has formally placed itself on record in defence of provincial rights. The bill to amend the Dominion Constitution, which was introduced by the Hon. Mr. Laurier, has been referred to a committee of the Senate. The bill is a measure to amend the Dominion Constitution, and it is a measure which is of great importance to the people of British Columbia. The bill is a measure which is of great importance to the people of British Columbia. The bill is a measure which is of great importance to the people of British Columbia.

There is another phase of this question which does not appear to have been discussed, namely the right of the Dominion government to give any railway company power to occupy ungranted crown lands within any of the provinces, in which the tenure of such crown lands is in the province. In a section quoted in the Colonist in regard to the assumption of lands for military purposes, it is to be noted that the only purpose specified for which the Dominion may take over provincial crown lands is where it is required for the defence of the country. On the principle that expressio unius est exclusio alterius, it seems as if this limited power of Parliament in this regard. This view of the case was presented to Mr. Blair, when he was Minister of Railways, and he said that it raised a new and in his opinion an exceedingly important question. The question is whether the Dominion can enter upon the crown lands of any province and take what it needs for a right of way to pay nothing for it. We are not suggesting that railway companies ought to be compelled to pay for such rights of way at the present time, we are all too anxious to see railways constructed to put any difficulties of this kind to rest. But it would be just as well to have the rights of the provinces in the premises defined.

MR. FLUMERFELT'S OFFER

Encouraged by the success attending his former offer of prizes for essays on certain features of the development of British Columbia, Mr. A. C. Flumerfelt has determined to offer seven prizes of \$50 each for papers upon the subjects mentioned in his letter, which appears on this page. It will be observed that in this offer Mr. Flumerfelt has defined the subject matter of the expected essays more closely than in the former instance, and that each subject will call for specific treatment from a practical point of view. Excepting the last mentioned of the subjects, there is not much room in the discussion of either of them for mere theorizing, and rightly viewed, there ought not to be much in connection with that.

Mr. Flumerfelt is doing very excellent work in interesting people in the consideration of the important questions relating to the province upon which he invites essays. There is no doubt as to the correctness of this view that now is the time to lay the foundations of British Columbia's prosperity upon a broad and sure foundation. To do this we need a great deal of information about our province—in information which we can possess and use with which all men ought to be a certain extent familiar. The paper to which the prize was awarded in the former competition was an exceedingly useful compilation of facts, and was also very judicious in the manner in which the various matters treated therein were presented. Its wide circulation will produce a great deal of good. The replies to the present very liberal offer will undoubtedly be of great value.

THE IMPERIAL CONFERENCE

A very happy name has been selected for the quadrennial gathering of British premiers. It is to be called "The Imperial Conference." It is to be a conference, because it is to have legislative or executive functions, but to be simply an advisory and consultative body; it is to be called "The Imperial Conference" because it will not hereafter be confined to the consideration of matters affecting the colonies, but with those things which are common to all parts of the Empire. It seems to follow as a matter of course that the colonial premiers will hereafter be styled Imperial premiers. There may not be very much in a name, but in this respect there seems to be a great deal. We think the title chosen is very accurately representative of the present status of Imperial relations. It recognizes the British Empire as a political entity. Hereofore the name "Empire" has hardly had official recognition. We all have used the term, but chiefly in a colloquial way. There was some comment at the time of the coronation of His Majesty because he did not assume the title of Emperor of the British Dominions beyond the seas, but he preferred the honorable title of king, among which cluster majesty and a prestige, which could by no possibility attach to a new title. Un-

less we are greatly mistaken the term British Empire now appears in official documents, and if this is the case we have in the adoption of the title Imperial Conference, only one step more to make the name of the British Empire a reality. This does not make the Empire greater than it has been, but it is a proclamation to the world that it has assumed the solidarity which attaches to the idea of an Empire.

A valuable decision, which has been reached by the Conference, is as to the establishment of a permanent branch of the Colonial Office, which by the way might well hereafter be called the office of Imperial Relations, or some term to signify that the colonial status of the self-governing colonies is at an end, although there is so much deep historical significance about the name "colonies," that one would not altogether like to see it dropped. This new department, which is to collate information for the use of the Conference, and to provide a means whereby the Imperial premiers may keep in close touch with each other, is along the lines advocated by Sir Frederick Pollock.

There will be some people, who will be disappointed that the Conference has not resolved itself into a Council, but we feel very sure that the step taken is sufficient for the present. We draw attention to the fact that the consideration of the bill is following the course, which British institutions have ever followed. It "Broadens slowly." From precedent to precedent. It is by this process that all that is best and most permanent in the imperial fabric has been accomplished. There are countless illustrations of the fact that the best of the British Empire has been accomplished. The best of the British Empire has been accomplished. The best of the British Empire has been accomplished.

MR. SHERMAN'S STATEMENT

Mr. Sherman, District President of the United Mine Workers, has made a public statement of the miners' case in regard to the condition of things in the coal mines in Alberta and British Columbia. He says that the proximate cause of the trouble was that notices had been posted in the mines declaring that wages would be reduced from 10 to 20 per cent; and while he is not clear upon the point, we gather from what he says that the consequence of this the miners applied for the appointment of a conciliation board, but that the mine owners refused to accept of it. The mine owners are not to be blamed for this. They are not to be blamed for this. They are not to be blamed for this.

Mr. Sherman denies that the miners insisted upon a "closed shop." He says that they did insist upon a fortnightly day, and an eight-hour day from bank to bank in Alberta, which is the law in British Columbia. They also asked for an increase in wages of 10 per cent. There are some other features of the proposed agreement to which the miners objected, but they do not appear to be of such a character that a reasonable compromise might not have been readily reached.

We think this summary does full justice to the views expressed by Mr. Sherman, although it is not possible to add that he protests against the opinion, which he says is abroad, that the average worker of the world is a scoundrel. He says it is very much less. He also thinks that, as the country is exceptionally prosperous, the miners ought to share some share of the prosperity, a proposition with which we will all agree, although we may not like our share of it.

THE PROPOSED REMEDY.

We do not like the suggestion that the unrestricted importation of Chinese ought to be permitted in order to relieve the recurring difficulties in the coal mines. We are not yet prepared to admit that our system of civilization has broken down, and that we must send out a Macedonian cry to the people of the Orient to come over and help us in our sore distress. There are remedies that are worse than the disease, and this seems to be one of them. In nine cases out of ten, where trouble occurs in concerns employing a large number of workmen, the fault lies with one or two individuals. Perhaps an unreasonable employer, determined to have his own way in some matter that is not very material, creates a bad feeling on the part of his employees, and they are ready to resort to indefensible steps to get even with him. Perhaps some unscrupulous agitator, determined to advance his own ambitions at any cost, is able to stir up those who look to him for leadership. The great majority of the shareholders in mining companies, and the great majority of the working men are reasonable men, who would never have any difficulty with each other if it were not for such causes as those above set out. But the manager has his own ideas as to how things should be run, when perhaps in point fact his experience does not justify him in having any fixed opinions at

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all. He may be tactless. He may not know men. In consequence he finds himself in trouble. At once he calls out for Chinese labor. He wants that because he can do with that pretty much as he likes. On the other hand some self-constituted labor leader, who is able to live without working by convincing men, just as competent in every respect as he is, that they need his watchful care, thinks that it is advisable in his interest to foment trouble. If he cannot bring on a fight occasionally, he fears that he will have to take off his coat and work like other men. Hence there comes a strike, and it is a fact that in the great majority of cases strikes result to the disadvantage of the strikers.

It is to meet just such cases that what is known as the Lemieux Act was passed, and if it is carried into effect with vigor and impartiality, good ought to result from it. There is perhaps some truth in what is alleged as to the inefficiency of the act in some respects; but the principle is a good one and even as it stands, the statutory provisions can be made productive of great benefit. Before we talk about importing coolies into Canada, let us see how this act will work. Let us see if something cannot be done through the instrumentality of discussion and conciliation. Let us try if it is not possible on the one hand to curb the indiscretion of some employers and on the other to check the recklessness of some agitators. We do not despair of the successful working out of our industrial problems, simply because some square pegs have got into round holes, or because the agitator has not been legislated out of existence. When the time comes that we must stretch out our hands across the sea and call upon China to help us solve our industrial difficulties, we will take a step backward that cannot easily be retraced. The Colonist recognizes that in taking this stand it will not be endorsed by very many people of wealth and influence, and that a very large part of the Canadian press will hold a contrary view. We tell the workmen very plainly that it may prove impossible for the government of Canada to resist the pressure that is being brought upon it from many sources to repeal the law imposing the \$500 head tax. That tax was imposed in the interest of labor in British Columbia. It was stoutly opposed by a very influential section of the press of both political parties in the East. Great corporations, employing thousands of laborers, are outspoken in their demand for the reduction of the tax to a sum which will permit Chinese to come to the country. They say that the workmen have taken an unfair advantage of the exclusion of Chinese. They say that the progress of the country is being retarded for the lack of cheap labor. They claim that the only way to prevent the whole country from suffering from a shortage of fuel, and to enable the farmers to cultivate the soil and harvest the crops is to admit Chinese freely. The workmen ought to be very careful how they play into the hands of those who take this position. The Colonist is a firm believer in the policy of Oriental exclusion, for reasons which it has already given, and therefore will not repeat today; but it is bound to say that these principles do not appear to have that hold upon the minds of the majority of Canadian labor which they ought to have. We believe that it would be calamitous to have this western part of the Dominion overrun with Chinamen. The great majority of Canadians do not think there is the least fear of such a thing happening. It is not much use preaching social and industrial equality to a man, who sees his family suffering for lack of fuel, or to the operator who sees his works closed down for the lack of it, or to the operative, who finds his wages cut off because there is no coal to enable the engineer in the factory to get up steam; or to the farmer who sees his grain piled up in elevators because the railroads cannot haul it. Compared with the united influence of these and other people, affected by such incidents as that are now taking place at the coal mines, the influence of the labor organizations and of such newspapers as take the same ground as the Colonist on the subject of Oriental labor is comparatively small. Those of us who oppose Chinese immigration may find ourselves swept away by a movement, which will be irresistible, although in the end its effects will be calamitous. Therefore we urge the miners, we urge all workmen to be reasonable in their demands. Let the

AN EXAMPLE FOR US

An Ottawa despatch to a St. John paper says that the question of establishing uninterrupted communication between Prince Edward's Island and the mainland by means of a tunnel has been a fruitful topic of discussion during the present session of parliament. The estimate of the cost of the work run all the way from \$9,000,000 to \$14,000,000. The matter does not appear to affect in any way the agitation for the work, which, when completed, would be seven and a half miles long and one hundred and fifty feet below the surface of the sea. Yet when a few weeks ago the Colonist urged that the question of all-rail connection with the Mainland from Vancouver Island should be taken up in parliament, we were told by a contemporary that the cost was prohibitive. The value of the connection with this island would be immensely greater to the whole Dominion than that of the proposed connection with Prince Edward's Island, although it must be conceded that the island would be of greater immediate utility than the proposed all-rail connection would be to a people now resident on Vancouver Island.

The course taken by the people of the little Eastern province, which it could be taken up bodily, could be taken by the people of the Dominion. The Colonist recognizes that in taking this stand it will not be endorsed by very many people of wealth and influence, and that a very large part of the Canadian press will hold a contrary view. We tell the workmen very plainly that it may prove impossible for the government of Canada to resist the pressure that is being brought upon it from many sources to repeal the law imposing the \$500 head tax. That tax was imposed in the interest of labor in British Columbia. It was stoutly opposed by a very influential section of the press of both political parties in the East. Great corporations, employing thousands of laborers, are outspoken in their demand for the reduction of the tax to a sum which will permit Chinese to come to the country. They say that the workmen have taken an unfair advantage of the exclusion of Chinese. They say that the progress of the country is being retarded for the lack of cheap labor. They claim that the only way to prevent the whole country from suffering from a shortage of fuel, and to enable the farmers to cultivate the soil and harvest the crops is to admit Chinese freely. The workmen ought to be very careful how they play into the hands of those who take this position. The Colonist is a firm believer in the policy of Oriental exclusion, for reasons which it has already given, and therefore will not repeat today; but it is bound to say that these principles do not appear to have that hold upon the minds of the majority of Canadian labor which they ought to have. We believe that it would be calamitous to have this western part of the Dominion overrun with Chinamen. The great majority of Canadians do not think there is the least fear of such a thing happening. It is not much use preaching social and industrial equality to a man, who sees his family suffering for lack of fuel, or to the operator who sees his works closed down for the lack of it, or to the operative, who finds his wages cut off because there is no coal to enable the engineer in the factory to get up steam; or to the farmer who sees his grain piled up in elevators because the railroads cannot haul it. Compared with the united influence of these and other people, affected by such incidents as that are now taking place at the coal mines, the influence of the labor organizations and of such newspapers as take the same ground as the Colonist on the subject of Oriental labor is comparatively small. Those of us who oppose Chinese immigration may find ourselves swept away by a movement, which will be irresistible, although in the end its effects will be calamitous. Therefore we urge the miners, we urge all workmen to be reasonable in their demands. Let the

AN ISLAND ASSOCIATION

We have had several calls from readers who heartily endorse the suggestion made by our correspondent, Mr. W. D. McGregor, in regard to an Island Association. The Nanaimo Press comments on it as follows: "This is the same proposition that we have seen in the past. It is a proposition that has been made on several occasions a few months ago. Our Victoria friends took no notice of it, but at that time, being engaged in a real estate boom and losing sight probably of the larger object, they have now returned to the subject. We have always been under the impression that not only Victoria, but many other places on the island would reap many more benefits from a live general Island Association, with a permanent secretary, than they have now. We are glad to see the Colonist coming to our way of thinking and believe that with its influence behind it, the idea could be carried to a successful conclusion. "The Nanaimo City Council has recently appointed a city council bureau of information, and although the question is not yet settled, the institution promises to do good work for the city. This would be the proper body to decide locally on such a step as an Island Association, and we doubt at their next meeting they will not take up the discussion of the subject."

It is gratifying to know that the Committee of the Nanaimo City Council will take the question up, and are sure that if invitations are issued to representatives of different parts of the island to meet at Nanaimo, a very excellent start could be made. At the Angus camp shops twenty-five freight cars are being turned out daily for the Canadian Pacific, but it will be some time before the work can catch up with the orders placed by the company last year. The Grand Trunk Pacific has recently borrowed \$5,000,000 to expend in rolling stock. The Canadian Northern is having a very hard time to handle business, because it cannot get cars built quickly enough. Everywhere the demand is the same for more rolling stock. We have the raw materials here, why do we not make cars here?

Bowes' Straw Hat Bleach

Many Victoria ladies have demonstrated that this preparation saves money for them.

Cleans old straw hats and makes them look like new.....10c

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The very latest addition to our many lines is a shipment of

Grandfather Clocks

These are very fine and even if you do not anticipate buying anything in this line you should see them.

They come in weathered oak and mahogany and make a most striking and attractive piece of hall furniture. Prices range from \$250.00 to \$50.00

Whitney Go-Carts

We shall, from now on, be getting many pleasant, sunny days and if baby is to be healthy and happy much time must be spent outdoors. Relieve yourself of all worry as to baby's safety by getting a reliable carriage—one with a name.

WHITNEY GO-CARTS and CARRIAGES are the standard make and cost no more than those without a name. Every Whitney from cheapest to best is correct in style and finish and above all reliable.

We are sole agents for the Whitney and carry a very extensive range. We have prepared an illustrated circular describing 23 different styles. This is valuable to those interested and is free for the asking.

Reclining Go-Cart



Body is reed, varnished, sides not upholstered; has mattress cushion; parasol lace; gearing is all steel; four 12-inch rubber tire wheels; patent wheel fastener and foot brake; patent folding green enamel finish. Price—\$18.00

Folding Go-Cart



Body is reed, varnished, sides not upholstered; has mattress cushion; parasol lace; gearing is all steel; four 12-inch rubber tire wheels; patent wheel fastener and foot brake; patent folding green enamel finish. Price—\$4.50

Reclining Go-Cart



Body is reed varnished, upholstered with broadcloth or silk damask; has box cushion; parasol is lace lined, gearing is English strap, four 16 inch cushion rubber tire wheels; Whitney patent anti-friction wheel fastener and foot brake; green enamel finish and enameled push bar. Price—\$35.00

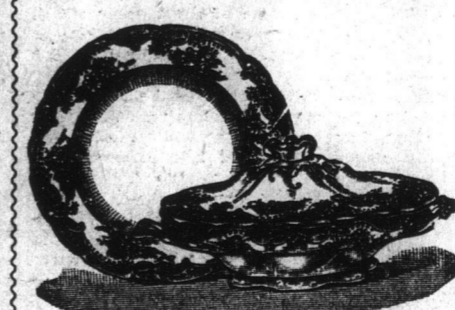
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Complete Home, Hotel and Club Furnishers. Victoria, B. C.

OTTAWA PROROGATION IS EXPECTED SHORTLY

Hopes of Session's Being Finished by of This Week

RAILWAY ACT UNDER

Iron and Steel Bounties Cussed—Examination R. M. College

Ottawa, April 23.—Hon. announced this afternoon prorogation would not later than Saturday. The bill to amend and amend the Dominion Railway Act, which is a measure to amend the Dominion Railway Act, is a measure which is of great importance to the people of British Columbia. The bill is a measure which is of great importance to the people of British Columbia.

The commons spent time on the bill introduced by the Hon. Mr. Laurier, which is a measure to amend the Dominion Railway Act, is a measure which is of great importance to the people of British Columbia. The bill is a measure which is of great importance to the people of British Columbia.

Mr. F. Macdonald moved that the bill be referred to a committee of the Senate. The bill is a measure to amend the Dominion Railway Act, is a measure which is of great importance to the people of British Columbia. The bill is a measure which is of great importance to the people of British Columbia.

Much discussion took place on the bill, which is a measure to amend the Dominion Railway Act, is a measure which is of great importance to the people of British Columbia. The bill is a measure which is of great importance to the people of British Columbia.

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