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A DEVELOPMENT LEAGUE.

On Friday afternoon a meeting will be held in the Board of Trade rooms to organize the Victoria branch of the he held in ancouver Island Development League. This meeting will, we understand be public; that is any one who wishes to the says the firm <text><text><text><text><text><text><text><text>

the field in opposition to Mr. Temple-man. It says that it could not be ex-pected to know what took place at the convention, nevertheless it published abroad that the convention went on re-cord against such a course. The posi-tion taken by the members of the con-vention was eminently sound. It was that the people of Comox-Atlin ought to be allowed to settle a matter of that the denotes the set of the set

THE VICTORIA' COLONIST

it and the Mattawa, a tributary of the Ottawa, the elevation is 99 feet. From this summit to Montreal the descent is 646 feet. The route is down the Mattawa to its junction with the Ottawa and down the Ottawa to Mon-treal. The proposal is to construct a 22-foot canal with a width in the locks of 65 feet, the locks to be 650 feet long. The cost is estimated at \$90,000,000. CANADA AND UNITED STATES.

This meeting will, we understand be Canadian vessels. public; that is any one who wishes to take part in forming the organization will be the water-power created wher-ever locks and dams are built and from sary to go a little into marticulars in mounding tributaries of the Ottawa

coal carriers would take grain and iron ore. He estimates that by the year 1912, which is as soon as the canal could be completed if it were begun this year, there will be 15,000,000 acres of land in the Prairie Provinces under cultivation, yielding 400,000,000 of grain of all kinds. The total carrying capa-city of all the Canadian railways and canals in 1906 was 25,000,000 bushels, and Senator Porier asks if it is pro-bable that the facilities of the railways can be so increased as to keep up with the increased production. He thinks Western Canada will be at the mercy

"very largely because the St. Law-rence is frozen over and this country cannot export direct to Canada" during five months of the years. Mr Donald Macmaster, K.C. a Canadian

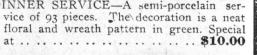
Donald Macmaster, K.C. a Canadian by birth, took occasion in the course of a speech recently delivered to set Mr. Lloyd-George right. We quote from his speech: Was it conceivable that Mr. Lloyd George should not be aware that the great ports of Halifax in Nova Scotia and St. John in New Brunswfck were open all the year round, that there were direct lines of steamships to these ports throughout the whole year.

The cost is estimated at \$90,000,000. Senator Peirier very wisely says that the expediency of investing so large a sum of money in a public work is purely a business proposition, in the consideration of which sentiment ought to play no part. The interest on this amount at 3½ per cent. would be \$3,150,000, and, adding for reparts and running expenses, he puts the total annual cost \$4,000,000. "Will the canal ill yield annually four million dollars of the Montreal Ware sentiment or this subject, and of the possibilities of the answer his question on the assumption that the canad will be free, at least to be Canadian vessels. The source of revenue Indicated. What is not conceivable is that he would have made such a state-iment unless he believed it to be true. The regrettable thing is that the Chan-cellor of the Exchequer is not alone in the ignorance, which he has mani-fested. Some years ago a writer in one of the Exclusion would be the the

PUBLIC OWNERSHIP.

Discussing the future of the Inter-colonial Railway, the Winnipeg Post makes an argument in favor of transferring the road to a private company so that "graft and wire-pull-ing will be impossible." Quite apart from the merits of the suggestion of private ownership of, this railway, which now seems exceedingly unlike-ly, one may ask why graft and wire-pulling might not be made impossible even under government ownership. Why does it seem to be taken for granted that a great public undertaking can-not be carried on honestly and with reasonable economy by a govern-







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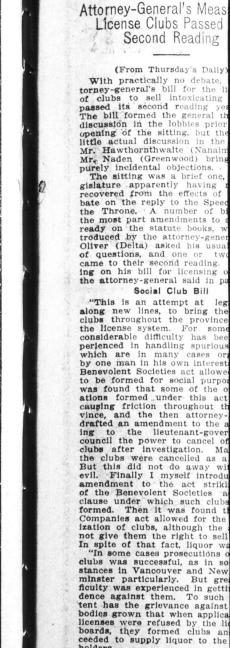
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Friday, February 5, 190

BILL WAS ADVA

CLUB LICENSES

holders. "My department has received complaints on this head. At the ventions of the union of municipality of municipality of municipality of the union of municipality against the chi and a committee consulted me what was to be done. The que came up as to whether the r what was to be done. The q came up as to whether the n palities should be given the rig grant licenses to clubs. It was ed out that this will ided to ty icles which might conflict, an to properly control the situation sponsibility must be thrown on central body. To do this will i certain revenue for the melar certain body. To do this will a certain revenue for the maint of officials, etc. The committee the municipalities consented t and so a clause has been inser the bill making it operative

the bill making it operative whole province. "In 1905 a similar bill, thou more drastic one, was put into in England. In the terms of th the clubs have to obtain their from the justices of the petty se in their district. The whole nal workings of the clubs must i bare, and in January of each i complete return must be made justices. More than that, by the ment of one shilling anybod gain access to the registers ai ment of one .shilling any gain access to the register how the club is carried on access to the registers a

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Among the addresses delivered be-fore the Canadian Club of Fort Wil-liam, one of the most interesting and instructive was that of Senator Poirier, of News Brunswick, upon the Georgian Bay Canal. The nature of this pro-posed undertaking is not as well under-stood by the general public as it ought to be, and as it is likely to occupy the attention of Parliament at no distant day, a more extended reference to it, than was made yesterday in these col-

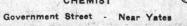
stood by the general public as it ought to be, and as it is likely to occupy the attention of Parliament at no distant day, a more extended reference to it, than was made yesterday in these col-umns, may be timely. We adopt the of the other members of the govern-

than was made yesterday in these col-umns, may be timely. We adopt the Senator's definit's not the project. He said: "The Ottawa and French rivers, with their connecting lakes and port-ages, need to be canalized and made continuous between Georgian Bay and the St. Lawrence and made navigable by the large lake ships." Georgian Bay is the northeastern ex-river flows into it from Lake Nippi-sing. North Bay station on the Cana-dian Pacific is on the latter lake. The distance from the mouth of French river to Montreal by the proposed canal will be 440 miles. There will have to be 57 miles of improved channel and 27 locks covering in all a distance of 28 miles. This latter dis-tance is the only part of the route where an artificial waterway will have to be created. Georgian Bay is 570 feet, and from the lake to the height of land between lake to the height of land between | policy and wholly non-partizan in the

THE ATTORNEY-GENERAL LLOYD-GEORGE'S GEOGRAPHY.

The proposal, made in a bill intro-duced into parliament, that railway companies shall be liable for damage resulting from locomotive sparks, whether they have or have not been rulling of marking one the marking direction We have had a passing reference to speech of Mr. Lloyd-George, Chancel-lor of the Exchequer, in which he spoke of large imports of Canada from the United States which he said was





A More Stringent Act A More Stringent Act "In Alberta the attorney-gener-further than this. Last year is was passed in that province pri-ing a club from supplying liquor members. This year that act been amended so as to allow of being licensed. Licenses may sued with such terms as to it thon as the attorney-general she fit. No license will be issued to club that has not satisfied the ney-general as to its arrange for supplying meals to member "In Ontario, after which we largely modeled our regulation same power exist, except with to the cancellation of licenses. "The license clause has not be in the bill for the purpose of sing the legitimate clubs of the since. It is the spurious clubs the simed at. These operate with license in defiance of the liquor day and Sunday as well. It is no to the license clubs ro the re-we must make the act generat with legitimate clubs of the inter bill is not our idea to inter which legitimate clubs but the must suffer to a certain extent for general good. "According to the bill the Su A More Stringent Act "According to the bill the Sun tendent of Provincial Police m any time authorize an official any time authorize an official him to inspect the premises of club. This clause is to protect the event of a club being organiz false representations. The mome finds that a club is not conducti business properly, the Attorney eral has power to cancel the lice At this point Mr. Hawthornth (Nanaimo) drew attention to the that the bill, as printed, forbad selling of liquor to "Miners." He miners had as much right to buy as any other class. He suggested that the English regulation all anybody to inspect the clubs on ment of a shilling be incorporat the bill. He wanted to know wh fect any local option legislation House might pass at this se would have on the bill under con ation. Mr. Naden (Greenwood) w to know how the act, if passed, affect Prince Rupert. The Attorney-General told Mr.

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The Attorney-General told Mr. thornthwaite that the effect o local option legislation of the p bill would depend on the clauses local option measure. He tol Naden that he could not at p deal with possible cases that arise for consideration later. Dr. McGuire (Vancouver) warmly in favor of the bill. I last two or three years, he sai matter had been frequently brou the attention of the Attorney-Ge In a certain section of Vancouve a club formed by a man whe had