The Colonist.

The Colonist Printing & Publishing Company, Limited Liability.
1211-1215 Broad Street, Victoria, B. C.

The Semi-Weekly Colonist

One Year $1.00
To the United States $2.00
Payable in advance.
Sent postpaid to Canada and the United Kingdom.

CRITICISM IS PREMATURE.

It by no means follows that, because there has been no mention made in the Speech of a naval programme, nothing will be done during the present session of parliament in regard to the defence of this Coast. This is a question which the Colonist has always endeavored to treat from a non-partizan standpoint, and it believes it should be so regarded and therefore it regrets that any effort should be made locally to discuss it in a vindictive spirit of political hostility. This paper urged two things upon the consideration of the Laurier ministry in this connection. One was hat arrangements should be made for the construction of some of the vessels for the Canadian Navy at Esquimalt. The other was that the construction of a great modern dry-dock should be provided for. We have been given to understand that the late ministry agreed to give the statutory aid to the latter, and if that is the case there was no occasion to mention the subject in the Speech. In respect to the ships, the Laurier ministry, for reasons that have not been explained, after receiving tenders for the ships, did not award any contracts, although it was in a position to do so, and also to agree to give a bonus to firms building vessels at Esquimalt. Mr. Borden has not yet officially stated what course he proposes to take in regard to those contracts, but it would hardly have been in accord with the best parliamentary practice to have made any announcement on the subject in the Speech. That he will be asked to make a statement at a very early day may be taken for granted, and until he has done so criticism seems premature. We may add that while Sir Wilfrid Laurier committed the country to the policy of building a navy of its own, as far as that could be done by legislation, he did not complete the work by awarding contracts for the ships, although he was in a position to do so.

RAIL TO ALBERNI

In the course of a week or two the railway line to Alberni will be open for traffic. We understand it to be the intention of the E. & N. management to run trains each way between Nanaimo and Alberni on alternate days during the winter, daily trains to be put on in the spring.

In view of the early inauguration of this service we make the suggestion to the city council, the Board of Trade and other representative bodies of Victoria and the nearby cities that they should unite in some way in expressing their appreciation of the beginning of a new era in the history of Vancouver Island. We are not advised as to the plans of the company in connection with the opening of the road, but have no doubt that its officials would very cheerfully co-operate with the bodies mentioned in making the occasion one worthy of its importance.

It is well to mention in this connection that within two years there will be not only one but two railways connecting Victoria with Alberni Canal, for the Canadian Northern will undoubtedly have its road completed by that time. A gentleman, who has investigated closely the resources of the West Coast, is authority for the statement that there is more timber tributary to Alberni Canal than there is tributary to Vancouver. This being the case, when we reflect upon what the lumber business is at present to Vancouver, we will be able to form some idea of the development to be expected as the result of the completion of railway connection to Alberni Canal by two of the transcontinental lines. The impetus that will thereby be given to business throughout the southern part of Vancouver Island cannot very well be overestimated.

OPENINGS FOR CAPITAL

Teach the Empire about itself. There are millions of men and millions of money in the Mother Country and the immense oversea possessions are crying out for both. How to induce capital, lying practically idle in the Old Land to find its way into investments in this country, is a problem, and we print today an interesting interview with Mr. H. J. Boam of London, in which he outlines a scheme which may eventually be the means of diverting much money to this province. The plan of the publishing house in Great Britain with which he is connected, is to compile a work on British Columbia, its people, history, commerce, industries and resources. It is proposed to make this publication, in so far as possible, a standard work of reference. Mr. Boam doubts if there is any country in the Empire that is fully informed of the actual development taking place in another part. We quite agree with him. It is because the Old Land does not fully understand the great potentialities of this province that we suffer from a lack of capital. If the people of the British Isles were better apprised of conditions as they are, we venture to predict that undertakings of a very considerable character would commence to multiply. It is only possible to stimulate the influx, not only of capital, but also of labor, by making known in an unimpeachable manner what we have to offer. This is the object of the British publishing firm which will compile its data from Vancouver. If the work, which will reach the public in due course, accomplishes the end that it has in view, it will be the most valuable publication of its kind that has ever appeared on the subject of British Columbia.

THE SPEECH

The speech with which H.R.H. the Governor General opened the session of Parliament is rather more interesting than such documents usually are. The first six paragraphs are formal and call for no special comment. The seventh is of special interest and indicates an appreciation by the new ministry of the important part which highway roads play in the development of the country. Federal co-operation with the provincial governments in the good-roads movement is a new and very valuable departure, and it will meet with universal approval. The details of the plan by which this is to be accomplished and also of the legislation by which co-operation will be brought about between the federal and provincial governments in the promotion of agriculture will be awaited with the greatest interest. Pending the introduction of these measures we can only say that the decision of the ministry to deal with these questions is an evidence of practical statesmanship that will be exceedingly popular in all parts of the Dominion.

The consolidation and revision of the laws relating to the inspection of grain and government control of the great terminal grain elevators are matters that have been talked about for a good while, and it is much to the credit of Mr. Borden and his colleagues that they have determined to deal with them promptly.

The establishment of a permanent tariff commission is a step in the right direction. It will take the tariff out of politics and thereby ensure stability. Every one who has investigated the question knows that the tariff is a matter for experts to deal with, and in taking the proposed line of action Mr. Borden has exhibited statesmanship of a high order. There is nothing very spectacular about the measures mentioned nor in the others that are promised relating to external affairs, the archives and the like. They are simply business-like proposals and they indicate that Mr. Borden is going to give the country a business-like government.

It will be remarked that there is no reference in the Speech to any naval policy. We will probably learn from the debate on the Address what this omission implies.

We very heartily congratulate the new ministry upon the manner in which it has made its first bow to the people of Canada. The programme proposed is, in view of the very short time that has elapsed since it took office, one of exceptional practical interest and value.

A NOTABLE DEPARTURE

The Union Bank of Canada is to apply at the present session of parliament for power to move its head office from Quebec to Winnipeg. This is an acknowledgment by one of the best known banking institutions in Canada that the growth of the West entitles this part of the Dominion to premier consideration. It is an example which may not improbably be eventually followed by other of the great financial firms of the country. The Union Bank's history is a record of continuous and substantial growth. It has now a fully paid up capital of $4,675,000 with a reserve of undivided profits of $3,325,000. Its total assets at the end of July last amounted to $53,000,000. It has already a splendid structure of thirteen storeys in Winnipeg so that in moving the headquarters no new building will be necessary. An illustration of the progressiveness of the institution is found in the fact that it is now engaged in building a Victoria office, which when complete will have cost in the neighborhood of $200,000. Elsewhere in the West the same policy of expansion is being pursued, and the latest move of the company in its decision to move its headquarters to Winnipeg will undoubtedly mean that it will increase its investments in this portion of the Dominion.

Attention has been directed to the fact that Mr. Gladstone once resigned the leadership of the Opposition only to be recalled by the party and to be more trusted than ever.

"Abolish the Senate," exclaims an Eastern Liberal journal. Our recollection is that our contemporary did not talk that way when its own friends had the right to make senatorial appointments.

The Montreal Herald is authority for the statement that the Canadian Northern is about to extend its line through Montreal for the purpose of connecting with the Intercolonial Railway, over which it expects to acquire running rights. If this proves to be correct, the C. N. R. will operate a line from Halifax to Barkley Sound, and will thus be trans-continental in the fullest sense of the term.

Mr. C. H. Cohan, addressing the McGill Canadian club, said that Canada must be called upon to participate in the administration of the Empire before she will be justified in contributing to the defence of the Empire. We are unable to agree with this proposition. Our obligation to go to the defence of the Empire in time of need rests upon two foundations, our love for the flag and all it implies, and our self-respect as Canadians. We, ought to be ashamed to receive everything and to give nothing.

It is interesting to note that in the extended telegrams printed in our Eastern exchanges concerning Mr. Balfour's retirement, the name of Mr. Bonar Law is not mentioned. His most probable successor seems at first to have been Mr. Walter Long, who is described as "a fine figure, a fine gentleman, with great suavity of manner, a blameless life and an exquisite demeanor." It is a fine thing to have this said about anyone, and we quote the words for the benefit of those who think British public men are decadent.

"What should a mining company do with its surplus?" asks the financial writer of the Canadian Courier. We have no answer ready, but would suggest as a preliminary step "first catch your surplus."

The United Kingdom is being governed by a commission during the absence of King George. It is composed of Prince Arthur, of Connaught, the Archbishop of Canterbury, Lord Loreburn, Lord High Chancellor, and Viscount Morley, of Blackburn, Lord President of the Privy Council.

Mr. Maurice Maeterlinck has written an essay in the course of which he says that "our prejudice against death will one day be regarded as barbarian." That's where Mr. Maeterlinck is wrong. Barbarians have no prejudice against death. Most of them treat the act of dying as a matter of course. The prejudice against death is a product of high civilization.

Mr. Sifton was nearly killed by a railway train while out hunting recently. He rode furiously across and along a track and did not hear the train approaching. Friends rescued him from danger, and the report of the incident says "the train went along on its wild career." Out in this part of the country, trains keep to their tracks as a rule and do not go wildly careering around the country. A disinterested critic might be inclined to think that the wild careering in this case was done by the ex-Minister of the Interior.

The Vancouver Canadian Club recently held an annual banquet at which speeches were made by members of the club. While we do not agree with Mr. F. C. Wade, who expressed the opinion that political questions may properly be discussed at the club gatherings, we are quite in sympathy with the idea that the organizations exist for some other purpose than to listen to visitors of more or less distinction talk about things of which they are not really competent to speak. Occasional discussions of Canadian matters, of a non-contentious nature by Canadians would make the Canadian Clubs much more useful than they are at present.

Missions in Debt.

DENVER, Nov. 16.—A demand for a secret session in which to thresh out the financial difficulties of the Board of Foreign Missions, which began its sessions here today, was made by the Rev. Dr. J. M. Buckley of New York. "If we talk about these things in open meeting," he said, "the papers will get hold of what we say and send it in a scrappy way all over the country. We must dig down to the bottom of the question of our debts." Dr. Buckley's remarks were occasioned by the statement of Rev. Dr. A. P. Leonard, corresponding secretary of the Board of Foreign Missions, that there was a debt of $80,000 on Methodist property in Bombay, and that the Grant road church would have to be surrendered unless something was done for its relief.

Mr. Stratton Pays Fine

SEATTLE, Nov. 16.—Guy C. Stratton, a prominent lumber manufacturer who was given until tomorrow to pay his fine and costs against him on an old manslaughter conviction, today paid the $300 and $216 costs. Mr. Stratton was convicted in May, 1908, of manslaughter through the killing of little Henrietta Johnson by running over her w.... his automobile. He was sentenced in January, 1908, to from one to fifteen years in the penitentiary and fined $500, but subsequently the governor remitted the penitentiary sentence and shrunk the fine to $300.

Point Grey municipality is to have three new public parks.

The Coronation Carpet

YOU have the opportunity of seeing a piece of the CORONATION CARPET in one of our Government Street windows. The carpet was specially made for the Coronation ceremony at Westminster Abbey by Messrs. JAS. TEMPLETON & CO. of Glasgow, and as we are the SOLE AGENTS for this famous carpet manufacturing concern, they have been kind enough to send us this beautiful piece of the Coronation Carpet to display to our customers and friends. The carpet is of two shades of Royal Blue, and is of heraldic design, embodying the floral symbol of England, Scotland, Ireland and India, with the Stars of the Orders of Garter, the Thistle and St. Patrick repeated at wide intervals and flanked by the letters G and M, surmounted by the Royal Crowns. The grouping of the flowers in large panels, which alternate with the other decorations, and the whole design extends 39ft. in length. Space prohibits us from saying more about this carpet.

COME AND SEE IT

Our Carpets Please in Style, Price and Wearing Qualities

Carpet quality is woven in—doesn't always show on the surface. It's the wool and the quality of the wool, the brilliancy and fastness of the colors, coupled with the manufacturing knowledge and experience of years that go to make carpet quality.

Cheap, trashy carpets look the part at first. The safe plan is to buy from a reliable housefurnisher, to buy guaranteed carpets. We sell only carpets we can guarantee, and their artistic merit and excellent value have built us a tremendous carpet business.

Tapestry Brussels Carpets
SEWED FREE—LAID FREE

The price is low, but the quality is high. Tapestry Brussels Carpets are distinguished by their exceptional wear. This carpet is a MONEY-SAVER and offers you the opportunity to get a standard well known brand for as small, if not a smaller, price than you pay elsewhere for unknown makes.

Patterns suitable for Halls, Stairs, Bedrooms, Living-rooms, Dining-rooms, from **85¢** per yard.

Brussels Carpets
SEWED FREE—LAID FREE

The increasing demand for our famous Brussels Carpets means that they must be giving exceptional service. Brussels is perhaps the best known weave of carpet made, and presents an easily swept, hard-wearing surface. Made in all shades and patterns and suitable for all purposes. From **$1.25** per yard.

Wilton Carpets
SEWED FREE—LAID FREE

The splendid patterns and rich colorings in our Wilton Carpets make it especially suitable for parlors, living-rooms and high-class bedrooms. Persian and Oriental designs, running into rich color schemes that appeal to a person of high-class taste. You can order a square any size required or cover the entire floor, no matter what the shape of the room, from **$1.90** per yard.

Axminster Carpets
SEWED FREE—LAID FREE

The Axminster is a very rich, luxurious deep pile carpet, the plush surface giving the shading of the colors a beautiful soft effect. Made in all floral and Oriental designs and colors, from **$1.90** per yard.

Axbury Carpets
SEWED FREE—LAID FREE

The Axbury Carpet has the deep pile effect of the Axminster, with some of the good points of a Wilton. In Oriental and conventional designs, from **$2.75** per yard

THE STORE THAT SAVES YOU MONEY

Victoria's Popular Home-Furnishers

WEILER BROS

Order Your Goods By Mail