

## The Colonist.

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### The Semi-Weekly Colonist

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#### AN IMPORTANT INTERVIEW

We have a very interesting interview this morning with Mr. E. J. M. Nash, special agent of the Royal Mail Steam Packet company. Its importance consists in the fact that so high an authority on shipping realizes the great strategic prestige of the port of Victoria. Mr. Nash must not be understood as making any promises for his company, or as indicating what the details of their course of action will be. He spoke simply as one in search of information, and who for the purpose of eliciting it was willing to talk freely on all subjects connected with ocean transportation. The great value of what he said was his confirmation of the attitude taken by those persons in Victoria who have contended that the city may become one of the great ocean ports on the Pacific coast.

Mr. Nash says that the future of the port depends largely upon the railways. He was quite definite in saying that there would be no object for ships to go beyond Victoria if outgoing and incoming cargoes could be handled here as expeditiously and as cheaply as elsewhere. In other words, if the ocean carriers could unload their cargoes here and send them eastward as cheaply as from mainland points, ships would prefer this port to all others. This makes clear the pre-eminent importance of securing the best possible rail connection with the mainland. It is all a question of facilities. When we have an outer harbor here such as is contemplated in the plans for which \$500,000 has been appropriated as an initial expenditure by the Dominion government, no valid reason will exist why a great ocean liner should ever go past Victoria to unload a cargo destined for points on Canadian railways or why outgoing cargoes cannot be assembled here as cheaply as at any other place on the coast. Mr. Nash's remarks, although necessarily very guarded, and although they are not to be understood as expressive of the policy of his company, make it abundantly clear that this conclusion is correct.

In connection with foreign trade, the fact that the greatest timber area in the Northern Hemisphere will shortly be traversed from end to end by railways terminating at this city is convincing evidence that the great trade in this line to be built up on this coast may to a very large extent be handled from Victoria.

Mr. Nash's statement in regard to immigrants is of great interest. If it will be possible to carry immigrants from the United Kingdom to British Columbia via the Panama Canal for \$60 a head, the result will be remarkable. The country will settle up with unprecedented rapidity. The whole interview is exceedingly encouraging to those who are laboring for the advancement of Victoria, or who have invested in property here.

#### TRAMCAR SERVICE.

Among the matters to which the incoming city government would do well to direct its attention is the present and future street railway service. Street cars are no longer a luxury or even a convenience only; they are a necessity. The B. C. Electric Railway Company has a valuable and useful franchise; it therefore stands in the position of a corporation controlling a public requirement. Hence it is the duty of those who represent the citizens in their collective capacity to employ all reasonable means to secure the best service that the company can be expected to give. This remark is not made in any spirit of hostile criticism of either the company or the municipal government. It is only a statement of something that every one will admit as soon as it is advanced. The B. C. Electric is a business organization. Its management is responsible to the stockholders whose investments they handle. If these do not show a profit, it will naturally be difficult to secure additional money for investment. But the public needs all the accommodation it can get. Thus at first sight the interest of the management and of the public would seem to be to a certain extent antagonistic, but such is not really the case. While the company owns the street car franchise, it is in the public interest that it should be profitable, because extensions and improvements are constantly needed and these are not likely to be provided by a company that is not making a reasonable profit upon what represents its existing investments. On the other hand, it is to the interest of the company to enlarge its service as much as is consistent with good business management, especially in a new

and rapidly growing community such as Victoria and its environs.

The above observations are mere truisms, and they are only made to lead up to the suggestion that the relations between the city and the company ought to be friendly, and yet the city government ought to press constantly upon the company the necessity of extending and improving its service. The reduction of the fares on the Esquimalt line shows what can be done by friendly pressure intelligently exerted. The City Council took no part in the agitation for this change, and yet it was a matter with which that body might very properly have concerned itself. The effect of well directed pressure backed by public opinion is very cogent. We have at present no particular thing in mind. As far as we know the company has no new plans in contemplation, and we have not yet given the subject sufficient consideration to propose anything new that seems to be more pressing than anything else. Our point is that the City Council ought not to wash its hands clean of the tramway service, because it is not municipally owned; but should take a very lively interest in demonstrating to the company the advisability of bettering the accommodation it is providing. This work ought not to be approached in any spirit of hostility, for that may defeat the object aimed at, but in a spirit of reasonableness, asking nothing which the company cannot be expected to do as a business organization with large investments in a prosperous and growing city. Practically nothing has been done in this direction by the city authorities for a long time. Whatever improvements have been made in the service have been either the result of a conviction of the company that the time was ripe for making them, or because of pressure exerted from other quarters. So far as we can now recall the City Council has been wholly apathetic. And yet this is one matter upon which it might well speak for the citizens.

#### B. C. TELEPHONE RATES

In explaining its position in proposing to raise its rates on business telephones to the Vancouver Board of Trade the B. C. Telephone Company claimed that such an increase was necessary owing to the fact that it was compelled to pay more wages to its employees. We are credibly informed that some eighty linemen in Vancouver will be affected by the increase, and each of these to the extent of 25 cents a day. Supposing that these men work a full thirty days each month then the total increase in wages paid them will amount to \$600 in that period of time. There are at a very conservative estimate 5,000 business telephones in use in Vancouver. As the proposed increase in rates is \$1 per month this will give the company from its Vancouver end alone, an added revenue of \$5,000 monthly. Yet out of this, as far as it is possible to ascertain, only \$600 is additional wages will be paid. In Victoria it is doubtful if there are more than thirty linemen, and it is natural to suppose that they, too, are to benefit through increased wages. But this increase, similarly to Vancouver, will be altogether out of proportion to the additional revenue which the company will secure.

There is no plausible argument which can be put forward that can satisfactorily explain the company's stand in the matter of increased rates. The growth in population has necessitated the expansion of the system, but the expenses of such growth will be met out of a largely increased subscribers' roll, and should not be laid at the doors of those who already use the service, and who have made its returns show such a substantial profit.

We are glad to see that the board of trade has taken up the question. It is one of such grave importance to the business community of the province that it is a subject which might also be considered by the government. There is little doubt that it will be eventually, as the agitation against any increase in the present rates is growing in volume daily.

#### SITE FOR PROVINCIAL JAIL

We had occasion a few days ago to point out the desirability of having a new provincial jail for this district established on one of the Gulf Islands. Commenting on this proposal it has been said that the inconvenience and cost of maintaining constant communication with an island jail was against the plan. It is rather difficult to see how this can be. The government has a launch which could be used for the conveyance of prisoners. Telephonic communication has been established with the Gulf Islands, and the line of communication could be easily linked up with whatever island the government might select. From our standpoint we see everything in favor of isolating those serving sentences from the rest of the community, and in no way could this be done better than establishing a jail on a small island where the possibilities of escape are reduced to a minimum. The residents in the neighborhood of the Topaz avenue institution are, we understand, petitioning the government to have the jail removed from that district, and there is

not the least doubt that the citizens are anxious that it should be placed at some point outside the city limits. Victoria is growing rapidly in every direction where expansion is possible, and if the jail is established anywhere in the immediate vicinity of the city the time may soon come when it will be again necessary to remove it further afield. The most simple solution would seem to be to select an island which shall be owned by the government, and where no communities can spring up in the immediate neighborhood. We think the feature as to the cost and inconvenience has been exaggerated. At all events the matter is worth the careful consideration of the government.

#### V. I. DEVELOPMENT LEAGUE

The Vancouver Island Development League had a very interesting session yesterday. This organization has done great work in the past and is in a fair way of doing greater work in the future. Several matters of very great importance were discussed at the meeting, and to some of these we shall give attention in later issues of the Colonist. For the present we only shall express what we know is the general opinion of the public, and say that the work of the League is fully up to the standard that was expected when the organization was formed, and that evidence is constantly forthcoming that its able secretary, Mr. Ernest McGaffey, is rendering the public very excellent service.

#### THE FORCE OF POETRY

Someone thought he could improve upon what was written, and so he changed the word "rack" in a Shakespearean quotation in yesterday's Colonist to "wreck." "out 'rack' was the proper word to use. At least, that is the word that Shakespeare used. When you see in the sky light fragments of cloud that are being hurried forward by the wind you are looking upon rack. Wreck is an old form of spelling wreck, which is a very different thing from rack. The error in spelling enables us to point out the beauty of the Shakespearean imagery. There has been a storm and the towers are cloud-capped. Here is the poet's first thought. Then he turns aside to speak of other notable things and how evanescent they are; but in conclusion his mind reverts to his first idea. To have said that the towers, the palaces, the temples and the world itself should pass away and leave not a wreck behind would be banal; but the immortal poet makes us think of the storm cloud dissolving in the air until there is not even a little scudding whisp of it left. There is nothing more exquisite in all poetry. It fills the mind with a picture more vivid than artist can paint. It is the ability to produce such an effect in a few words that distinguishes the poet from the mere versifier. When Tennyson closed his wonderful word picture, beginning "Break, break, break" with the lines:

"But the tender grace of a day that is dead  
Can never come back to me."

He crowded a lifetime's experience into them; and when Elizabeth Barrett Browning, speaking of Napoleon, said that dying men whispered his name as God's, she told us in a line more of the feeling of the soldiery of France towards their Emperor than could have been said in a chapter of prose.

The Halifax Herald has our sympathy in its heavy loss from fire.

Three new steamers two for fisheries protection and one for the coast protection service on the Pacific are provided for in the estimates. The sum appropriated for this service is \$410,000. We express the hope that these vessels will be built on this coast.

The King and Queen are on their way home again. We voice the sentiments of all true Britons everywhere when we express the profoundest satisfaction at the success which attended this unprecedented journey, and our hope that they will have a safe return.

A court in Missouri has decided that a divorced woman may "kiss in moderation without losing her alimony." Just what right has the fellow who pays the alimony to interfere with the osculatory performances of his ex-wife in alimony in Missouri a substitute for kisses?

There will be general accord with the sentiment expressed by Mr. Cuthbert, alderman-elect, at the Board of Trade yesterday, when he said that the board, the Real Estate association, the City Council and all other organizations should co-operate to the best of their ability in everything calculated to advance the welfare of the city.

Some anxiety was expressed at the Board of Trade yesterday as to whether the \$500,000 for harbor improvements was simply for the Inner Harbor. We think no one need have any doubt on this point. This appropriation is only for the beginning of the great work of making Victoria a seaport of the first class. Plans are being prepared by Mr. Coste and from all we can learn will embrace a general system of improvements for the outer and inner harbor. The total cost will be upwards of three million dollars, and the work will be commenced within a short time.



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## Here Is A List Of The Articles In Each Room

### THE DINING-ROOM

China Cabinet—Early English finish. Four shelves and mirror back. Glass door and sides.  
Buffet—Early English finish. Top 22 x 52. British bevel mirror 12 x 42. Two drawers at top. Large linen drawers. Two doors to cupboard.  
Extension Table—Early English finish. Six-foot extension. Round top.  
5 Dining Chairs—Upholstered, leather seats. Arm Diner, upholstered, leather seat.  
Brussels Square—Size 9 x 9, pretty pattern.

### THE PARLOR

3-Piece Parlor Suite—In mahogany finish. Upholstered seats. Set consists of Settee, Parlor Chair and Arm Chair.  
2 Parlor Chairs—With upholstered seats. Frame in mahogany finish.  
Parlor Table—Mahogany finish.  
Parlor Cabinet—Mahogany finish.  
Velvet Square—Size 9 x 12ft. 6in., floral design.

### THE BEDROOM

Dresser—Golden finish. Top 20 x 36. British bevel mirror 18 x 36. Two large drawers. Oval shaped mirror.  
Chiffonier—57in. high, 30in. wide, 18in. deep. Five large drawers.  
Wool Square—Size 9 x 10ft. 6in.  
Full Size, 4ft. 6in. White Enamel Bed—With brass trimmings.  
1 Pair Wool Blankets.  
1 Pair Flannelette Blankets.  
1 Pair Pillows, complete.  
Bedspread.  
A Famous McIntock Down Quilt.  
Spring for Bed.  
Excelsior Wool Top Mattress.  
Bedroom Table.  
Dressing Table.  
Arm Rocker—Cane seat.  
Bedroom Chair.

### THE KITCHEN

4 Kitchen Chairs—Golden finish.  
Kitchen Table—With drawer.  
KITCHEN CABINET.  
Linoleum—Size 9 x 11.

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Bread Trays from \$6.75 to .....	\$5.00	Berry Spoons—Gilt. Each.....	\$2.50
Cake Baskets from \$9.00 to .....	\$4.00	Gravey Ladles, each.....	\$1.50
Fruit Baskets .....	\$9.00	Pearl Handled Fruit Knives—In lined boxes, half dozen. From \$12.00 to .....	\$6.00
Sugars and Creams from, per pair, \$9.00 to .....	\$5.00	Fish Carvers, per pair, \$7.00 to .....	\$6.00
Bon Bon Dishes from \$6.00 to .....	\$2.50	Fish Knives and Forks—Half dozen in case .....	\$12.00
Lemon Dishes, each .....	\$1.50	Fish Knives and Forks—One dozen in case, from \$35.00 to .....	\$20.00
Individual Salt and Pepper Caster. \$2.00		Dessert Knives and Forks—One dozen in case, from \$40.00 to .....	\$25.00
Crumb Brush and Tray, \$7.50 to .....	\$6.00		
Candlesticks from, each, \$7.50 to .....	\$3.00		
A. D. Coffee Spoons—All patterns, half-dozen in box .....	\$2.00		

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Jesus atten derstanding w tions must be. In His infinite to trouble us v the nature of t instruction as ens came to b spirit and the spirit; He told divine law. H in heart shall s as taught by it the mysteries foundest thoug gives us a conc comprehend. mental talent Golden Rule. mythology or through Christ world may fin quest. At first very imposing