

The Colonist.

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THE SEMI-WEEKLY COLONIST

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NO RISK IN THE GUARANTEE.

The President of the Council, Mr. F. Carter-Cotton, who has had access to the last balance-sheet of the Canadian Northern, says that the net earnings of that railway last year were upwards of \$3,000,000.

This is four times as much as the interest upon the guaranteed bonds of the 600 miles of railway in this province will be.

This magnificent balance was earned by a railway that is without a Pacific Coast connection. When once that connection is provided the net earnings must increase.

This great net profit was earned by a company which had no share in the transportation of lumber from the Pacific Coast to the Prairies, that could not sell through passenger tickets to the coast, or bill a car load of freight to the coast over its own lines.

In view of this, how absurd it is to allege that the province will have to pay the interest on the guaranteed bonds.

THE SONGHEES RESERVE.

Mr. John Oliver's plan for the settlement of the Songhees Reserve is so palpably an electioneering dodge that it is hardly worthy of serious consideration; but as some of our Liberal friends think it quite a wonderful thing, we shall have to analyze it a little.

The proposal is to buy the Indians out and dispose of the money under the Indian Act, under which a part of the price is paid directly to the Indians and the remainder is held in trust for them. That is what everyone has been trying to do for the last half century, and apparently we are no nearer a conclusion now than ever. At the earnest solicitation of Mr. Templeman, the Reserve question has never been treated from a political point of view until it suited the convenience of the local Liberals to make a campaign issue out of it. We are, therefore, free to discuss it in all its bearings now, and we say, without the slightest hesitation that the Indian Department has woefully muddled the whole business. Mr. Pedley came here and stayed for weeks, and left matters in a worse condition than he found them, because his method of treating the question, and the manner in which it was dealt with in the Liberal organ gave the Indians an exaggerated idea of their rights. But let us take the proposal of Mr. Oliver, as it has been explained by Mr. Drury. It is proposed that the government shall buy out the Indians at the market value of the property. Who is going to fix the market value? Presumably the Indians will have something to say about it; and thus, the moment we begin to apply Mr. Oliver's remedy, we get to the same difficulty that confronts us today, and has confronted us for the past fifty years. If the Indians would agree upon a price that they would take, the matter could be settled out of hand. It will hardly be contended that they will assent to what Mr. Oliver offers any more quickly than they would assent to what the representative of the Dominion government offered.

But, say the Liberals, the provincial government insists upon its reversionary right to the trust fund that may be created out of the proceeds of the sale. What possible difference can that make to the Indians? A reversionary interest in a trust does not become a possessory interest until the purposes of the trust have been fulfilled. It does not make the slightest possible difference to the Songhees Indians whether after their tribe becomes extinct, if it ever does become extinct, the residue of the trust fund will go to the Dominion or the province, and that is the only question involved in the title of the reversionary interest. If the Songhees Indians had been willing to agree upon what they would take for the Reserve, or to have the property sold at auction, for their benefit, the whole matter could have been disposed of long ago; but that is just the thing they would not do, and we decline to believe that they can be induced by Mr. John Oliver to do it.

The Indians have never raised any question as to the reversionary interest of the province. That was a question raised by the Laurier ministry. It is not the Indians who say that they will not assent to the sale of the Reserve because the province claims a reversionary interest in the trust fund that will be created; but it is the Dominion government, which says it will not recognize such reversionary interest.

If Mr. Oliver's plan is so easy, may we ask why the Dominion government has not long ago carried it out? Our impression has been that it is just what the Dominion government has been endeavoring to do. We have been under the impression that what Mr. Pedley tried to do was to induce the Indians to come to some understanding under which the Reserve might be sold, and the proceeds be applied to the benefit of the Indians under the Indian Act. If this is not what he was trying to do,

it would be interesting to know what it was that he was attempting. There never has been the least reason in the world why the Dominion government could not have done what Mr. Oliver proposes to do, if the Indians had been willing. The provincial government has not laid a straw in the way. It has simply said to the Dominion government that it claims a reversionary interest in all the Indian Reserves, and therefore in this particular Reserve. We make this proposition to the Liberals.

The Indians are the wards of the Dominion government, and no disposition can be made of their Reserves without the consent of that government. Let the Dominion government ascertain the price at which the Songhees will sell their interest in the Reserve, and the provincial government will undertake to provide the money for the purchase, if the Dominion government cannot spare it, and take over the Reserve, permitting the Dominion government to dispose of the purchase price under the "Indian Act" and leaving the question of the reversionary interest in any trust fund that may be created, to be determined by the courts. It will then sell the land at public auction, and doubtless with the same success as attended the Point Grey and Prince Rupert sales. Mr. McBride is not in the city; but we take the liberty of saying that he will stand by this proposal, whether it is accepted by the Dominion government now or after the election.

MR. R. F. GREEN.

It suits the purpose of the Opposition organ to attack Mr. R. F. Green from time to time. Mr. Green is a gentleman who has taken up his residence in the city and has built up a private business here that is daily increasing. He is a good citizen, taking a deep interest in all public matters, and contributing as freely as his means will allow, to all praiseworthy objects. It is true, also, that he takes an interest in politics, and being a Conservative, identifies himself with the work of that party. There is surely nothing in this that makes him a legitimate target for the attacks of the opponents of the provincial ministry. For some years Mr. Green was a member of that ministry, and was under his administration of the Department of Lands and Works that the policy was inaugurated, that has led to a great, and permanent increase in the provincial revenue from Crown Lands. There was some criticism of that policy when it was announced; but it has all died out in view of the results, and we find the Opposition claiming credit for proposing to make it permanent. Given the history of present day politics comes to be written, and the policy which has placed the province in receipt of a large and expanding revenue from its Crown Lands is inaugurated, Mr. Green will receive from everyone credit for the inauguration of the system of licenses, which has proved such a wonderful success. It was an admirable piece of business to turn to such excellent advantage the desire of moneyed men to secure timber limits in British Columbia, and to do so upon terms that leave the government free to increase the charges upon the licenses from year to year, as they think the condition of business and the welfare of the province justify. When Mr. Green's detractors can claim anything half as good for the public men in British Columbia whom they support, the Colonist will be ready to make every acknowledgment. In the meanwhile we suggest that the introduction of Mr. Green's name into the election contest is a piece of gratuitous impertinence.

"THE MAN ON HIS FEET"

The subjoined article is from the Toronto World. It is interesting because it is the opinion of a newspaper that thinks along its own lines. At times we find ourselves unable to agree with the World; at others we think it hits the nail squarely on the head; but it is always outspoken, and when it sees something it feels like hitting, it never stops to inquire whether there is a Conservative or a Liberal beneath it. What it says on the British Columbia situation may be taken as the sincere view of one who is absolutely free to form an opinion. Each Colonist reader can judge for himself how well founded the World's ideas may be, and without further comment we will let them speak for themselves. The caption of the article is the same as we have taken for this one, and the whole article is as follows:

The east is east and the west is west. Each has its problem; neither

can wholly sympathize with the other. In solving his salvation the west may take measures too generous to win the approbation of the east. But then the east is east and the west is west. The west knows what it wants. The east doesn't know the west, yet.

So it is with the province of British Columbia—the farthest west, so far that it has created an atmosphere as if, of another Canada, even as California up until a few years ago possessed an entity distinct from the rest of the United States. No province is more jealous of its geographical distinction, no province has more individuality, personality, soul than British Columbia. It has long been the plaything of certain corporations grown fat with federal favor. But British Columbia has now reached man-size, and its personality is asserting itself.

This is shown in the railway policy of Premier McBride, who tries to give British Columbia individuality. It is significant that he is the first native son of British Columbia to be Premier, not that it must be admitted, without creating chagrin among some not to the manner born. He is gifted with a keenness that buckles his followers to him. He has shown his fitness to man-handle the affairs of his province. His opponents have not always gone from the field victorious. Dick McBride gives an account of himself every time.

In his recent railway policy he has focused the need of an unattached railway for British Columbia. Full-blown and full-blooded C. P. R. that has manipulated British Columbia through many tortuous years, a fair dealer, the Columbia thinks its golden-egg-goose for a railway that ramifies the Columbia. Not is the federal-fed G. T. P., that aims to force Prince Rupert on nature, and that connects up with the G. T. R. that is as much a part of the United States as it is of Canada. Hence the Canadian Northern Railway comes into the McBride railway policy as an unattached line, distinctively Canadian and absolutely necessary to the development of British Columbia.

Premier McBride's life record shows him to be a man of sterling integrity, a fair dealer, square player of politics, and a son devoted to the interests of British Columbia, first, last and always. His administration is capable, honest and enterprising. He took office at a time when the finances of the province were in a critical condition. He delayed announcing his railway policy until the financial embargo was at rest. Then he comes to the people with a clear-cut, comprehensive, co-operative policy that everyone can understand. He can be trusted to carry it through.

As to his railway policy, is it strange that it is opposed by the C. P. R., the G. T. P., and the G. T. R. Their opposition is most natural, dictated as it is by their self-interest. All the pandered advocates of the C. P. R. and the G. T. R. now abuse the McBride railway policy. Richard gains by the enemies he has made. Then the guarantee of \$5,000 a mile is much less than what it will cost to build a mile of the road. Well-informed railway men say the McBride railway bargain is a better bargain than the Liberals drove with the G. T. P. Unalterably opposed to railway grants, as the World is, yet the circumstances in British Columbia may be pleaded as extenuation for Premier McBride. And, besides, the west is not the east is east. As to the prophesied deficit, this need not worry even the C. P. R. and G. T. P., for any deficit in the railway is guaranteed by the C. N. R. Hence the province need not feel fearful of its commitment, even if for the first two or three years, under the railway agreement, there should be a deficit.

From this distance Premier McBride looks like a man on his feet. He is British Columbia. Premier Whitney was mangled for his power policy. Yet Premier Whitney is Ontario. British Columbia can trust Dick McBride to give it a fair and square deal in railways, and for the rest it may be necessary to repeat the west is west.

Two leading Liberals from whom the party in this city expects much are Sir Charles Hibbert Tupper and Mr. A. J. Morley. We assume that the first named gentleman will propose three cheers for Sir Wilfrid Laurier and Mr. Templeman at the conclusion of his speech.

It seems to be the mission of some of our good friends to correct the Colonist upon matters relating to British politics; and yet we have observed that in the long-run the Colonist is generally right and its good advisers wrong. Nevertheless, we appreciate the spirit of the criticisms, and trust that we are, duly thankful.

Our Liberal friends are circulating dodgers in which they profess to show that the provincial government favored Oriental labor because it refused to insert certain provisions in the Act relating to the Grand Trunk Pacific Railway. The Liberals, when they moved the amendments referred to in the dodgers, knew perfectly well that, if they were passed, the Dominion government would disallow the legislation as an interference with a company created by an Act of the Dominion Parliament. They only moved the amendments in order to make a little cheap political capital.

Most people slip up on their own smoothness.



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From "3 For 25c"

ALMOST time now to think about getting ready for the Xmas pudding making. Certainly no better time to get a supply of pudding bowls, mixing bowls and such. No other establishment shows a better range of pudding bowls than this. We stock a full range of sizes and we have them at the right sort of prices. We have them from as low as 3 for a quarter.

Our pudding bowls are plain white and specially hard fired. You'll find them superior quality. Get several sizes—they are so lightly priced.

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Queen's Pudding Boilers eliminate much work and trouble—they are the ideal pudding bowl. The bowl is of a superior quality and has special, patented metal top which is opened and closed instantly. The water is kept out and the goodness kept in—no cloth is used.

We Have Five Sizes Priced At 40c, 50c, 65c, 75c, and \$1

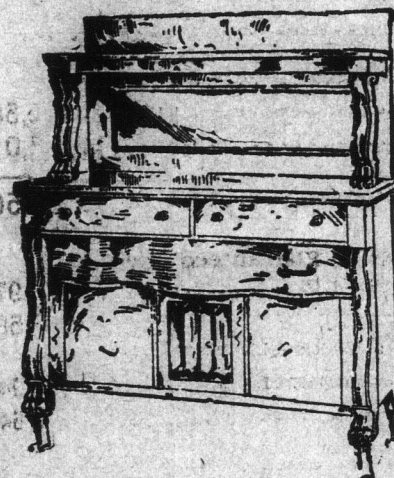
Special Value In 97 Piece Dinner Service—\$14

OF COURSE you said last Xmas that "next Xmas we shall eat our Xmas dinner from a new dinner service." Well here is the festive season around again and you haven't made the purchase yet. We are making it easy in the matter of price by offering you this special value.

This service comes in a superior quality semi-porcelain. The decoration is an attractive green and gold wreath pattern. Shapes are attractive; 97 pieces specially priced at \$14.00

Great Buffet Values

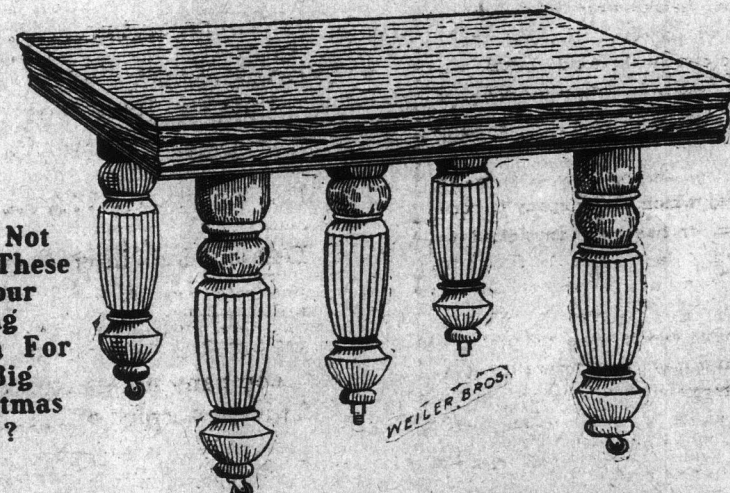
Some Excellent Styles From \$25



Why Not Add These To Your Dining Room For The Big Christmas Feast?

Swell Dining Tables

More Than 50 Styles To Choose From



LET US SHOW YOU THESE 3 STYLES

SOME are perhaps not aware of the excellent styles in little-priced buffets to be found in this stock of ours—imagine that "buffet" spells "higher price" than sideboard. If you are laboring under any such delusion just get rid of it by inspecting these three excellent buffet styles we are listing here. An examination of these and the price-tickets that adorn them will quickly convince you that style, quality and low-price are combined in the Weiler buffet offerings.

BUFFET—In golden oak finish. Has 1 large and 2 small drawers and 2 cupboards. Also large bevel plate mirror running the full width of buffet. Top shelf. Priced at \$25

BUFFET—An excellent style in either Early English or Golden Oak finish. Has 2 small and 1 large drawers, 2 cupboards and large, full-width bevel plate mirror. Top shelf. Priced at \$28

BUFFET—In golden oak finish. Has 2 cupboards with leaded glass doors and 2 smaller cupboards, 1 large and 2 small drawers and large bevel plate mirror. Priced at \$30

WE HAVE EXTENSION TABLES FROM \$7.50

RIGHT now is a splendid time to add a new dining table to the dining room's furnishings. Christmas, the great festive season, is drawing near and you should have this room looking "its best." Good eatables taste even "good-er" if the dining room's furniture is right.

We offer you a choice of more than 50 different styles from which to choose one for your home. These include regular and pedestal styles in round and square shapes and we have them in golden fir, golden oak finish, polished and wax golden oak and Early English finished oak.

Prices offer much choice for we have these tables from \$65 to \$7.50

Dozens of Dining Chair Styles

A Design and a Price to Satisfy All

Dozens of different styles in dining room chairs are offered. We have them in all the popular designs and finishes and in the popular Early English finish have a great choice of designs. Some have saddle seats, some cane seats and some leather upholstered. There's a style and a price to suit you.

69 Charming Dinnerware Patterns

On Exhibition In Our Windows—The Greatest Display Ever

HAVILAND CHINA—What homekeeper hasn't learned the fame of this beautiful china, where is the lover of the china who hasn't longed to possess a dinner service of this dainty ware. You'll find Haviland dinner services here—and rightly priced, too. See the sample patterns in our great window display of 69 different dinnerware patterns.

Do you fully realize the great advantage of trading here—of being able to choose your dinner service from 69 different, dainty patterns? Few stores in much larger trade centres show such a choice and certainly none show better ware, for you may choose from the finest Haviland, Wedgwood, Ahrenfeldt Limoges, etc. Don't miss the window showing and don't fail to come inside.

SEND FOR OUR BIG NEW CATALOGUE

If you haven't already received our new catalogue send your name and address on a postal and receive a copy of this fine book. It is filled with illustrations of the very newest ideas in furniture, etc., and every item priced. A valuable book free to you.

USE THE NEW LADIES' RESTROOM

Ladies should remember that our rest room is theirs to use any time, whether a customer of this establishment or not. It's a convenience planned for ALL Victorian women folk. A convenient place to read, write, rest or meet your friends. Use it—Second Floor.

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McINTOCK
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COR. GOVERNMENT AND BROUGHTON STREETS.

SALE AGENTS
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OSTERMOOR
MATTRESS
PRICE \$15

OF INTEREST TO THE ELECTOR

In view of the fact that some may elapse before the financial statements of the Canadian Northern the last fiscal year, as submitted to Parliament, are received here, view of certain false and misleading statements regarding that company a railway organization and also the security to be given the people of B. C., circulated by the opposition and repeated by opposition speakers, we deemed it advisable to ask Messrs. Mackenzie and Mann certain information, and on this will be found Mr. D. D. Mann's statement regarding that company. It is remarkably clear, satisfactory and conclusive. It answers the questions of the Opposition on every point. We re-state some of the statements made by Mr. Mann so as to save the trouble of making calculations.

The Canadian Northern System

The mileage of the Canadian Northern in operation at the close of fiscal year was 3,095 miles; the under construction 560 miles; the guaranteed by the Dominion at various governments and not yet constructed, 1,627 miles, making a system of the Canadian Northern, in operation under construction, 5,180 miles. This does not include the proposed British Columbia section of 600 or the 2,000 miles of rail Eastern Canada controlled by Mackenzie and Mann.

Earnings, Charges, and Profits

The year ending June 30, 1905, as everyone knows, an off year for the Canadian Northern. The Prairies; yet this railway, which depends chiefly upon the prairie traffic, earned \$10,581,767.82, or \$3,480 per mile; its operating expenses were \$2,266 per mile, leaving earnings \$1,184 per mile. As a line the fixed charges were on account of the line not wholly constructed, we estimate closely the fixed charges, but the net profit, after a for all fixed charges was \$1,184 per mile.

It may be assumed the 2,080 miles of railway which the company is constructing, or has been subsidizing, will do as well in the future average years as the road already in operation did in the past year, which would give the company, after paying all operating charges on the Canadian Northern system, as it will be when the lines have been completed, \$1,184, or \$1,084,974, out of which make good any possible deficit of \$840,000 interest on the proposed Columbia division, which the Canadian Northern system is unable to pay.

The British Columbia Division

The estimate of lumber between the Island division of the Canadian Northern is twenty billions of least half, as much more brought to the railway from the coast up the West Coast. Let 20,000,000,000 feet so as to be bounds. Mr. Mann says that the on this to the Prairies will be 600. Suppose it is earned in time of the bonds, 40 years, \$5,000,000 a year. Estimating earnings at 30 per cent, which approximately what the Canadian Northern's net earnings were last year, \$1,500,000 from this source to meet an interest charge of 6 per cent on the guaranteed bonds, while \$640,000 over to "pay the interest" on the bonds, the company may issue to meet the road over and above the fixed bonds. This takes no account of earnings from passengers or freight but only of eastbound freights from Vancouver Island.

The Security

Mr. Mann states that the bonds of the Province of British Columbia will be secured by a mortgage on the line within the province that the province will be secured to the rights and security of the holders. The word "subrogate" is not understood by every one. What it means is that if the faults in payment of interest and principal and the province has to amount good, it has all the mortgage, and may either sell the line for the amount of the mortgage, or sell the railway and apply the proceeds to paying off the bonds. The plan adopted by the Dominion by the other provinces in the guarantees. The mortgage is