

The Colonist Printing & Publishing
Company, Limited Liability
27 Broad Street, Victoria, B.C.

One year	\$1 00
Six months	50
Three months	25

Sent postpaid to Canada and the
United Kingdom.

Victor Grayson, a young man of twenty-five, is entitled to the distinction of being the first avowed Socialist to obtain a seat in the British Parliament purely and simply as a Socialist. Other Socialists, more or less well-known, may have attained seats in the House, but only because they were candidates of the Independent Labor party. Mr. Grayson cut himself free from all organizations and went before the electors as a Socialist. The division of the Valley Division and the fight was three-cornered: a Conservative and a Liberal being in the field, the latter being a son of the late John Bright. Mr. Grayson, however, was the only one for the Liberal candidate, 3,495, and for the Conservative, 3,227. Mr. Grayson is an educated man and was at college with a view of becoming a doctor, a school teacher or a civil engineer. He became interested in the condition of the working men and in a recent labor dispute handled their case so successfully as to win them an increase of wages. In addition, being well educated, he is described as personally attractive, sincere and zealous. As a speaker he is direct and forceful, rather than eloquent and yet his words are so convincing that the masses of people, England has had too many instances of young men, who have become popular idols not to feel that the triumph of Mr. Grayson is only a matter of time and mightily treated. The London Times says "No one can deny the significance of this election," which it thinks indicates that the Liberals have lost their old support.

Chaplin says it shows that "Social-

ism is winning ground among an intelligent and not unprosperous community. The Mail Gazette accordingly indicates that the country will be driven like a wedge between the two great parties, and that there will have to unite upon lines in regard to the tariff, and the question of preference of opinion between them. The Westminster Gazette says the election shows that public men must be prepared to sacrifice their party for the good of the country, and that "who will make their public work a part of their association with the poor and who will be able to supply the necessities of the people will win, although which political doctrine becomes a dead formula for the working class." The Daily Chronicle cites another authority, who says that the Liberal and Liberal candidates declared themselves for free trade. "The Conservative," pronounced for protection. Out of the 100,000 voters, cast less than a third way for the protection candidate. The Daily News seems inclined to think that the trade question was a distinct issue in the campaign.

[illegible]

know that these things will cost something, but they are willing and able to pay. The political party which appreciates the force of that sentiment can count in British Columbia upon a long lease of power.

The London Times is very outspoken in favor of the All-Red Line, and it is understood that the Home Office might have a stronger claim on Imperial support than any former plan of inter-communication. We quote further from our London contemporary: "It is understood that a committee appointed by the Imperial Government is considering Sir W. Laurier's proposals, and its report is evidently being awaited with keen expectancy in Canada. The scheme, in fact, is one in which Canada's interest appears to us to need demonstration, while the interests of the whole Empire are likely to be promoted by it in a very great degree. Canadian sympathy for the project has got beyond the merely theoretical stage, and is now from Ottawa by a syndicate with Lord Strathcona's name at the head of it—assuredly the best guarantee for the stability of any enterprise of the kind. It is only a fast passenger service that Canada is anxious to see. She wants also, as Mr. Borden, the leader of the Canadian opposition, has pointed out, a thorough and effective freight service at the lowest possible rates. The latter, it is believed, are being adopted by those actively interested in the scheme. It is estimated that the cost of the Atlantic section of an all-red route would be £1,000,000 for the first five years, and £1,500,000 for the next five years. The Canadian Government has set a very precedent for the serious consideration of such a subsidy by the Imperial Government. We joined with Canada and the Australasian governments in endorsing the scheme, and the promotion of a Liberal minister, Lord Rosebery, we financed the Uganda railway, and only five years ago, as Sir W. Laurier reminded the Conference, we gave a subsidy to the Cunard Company for the service to New York. The scheme of an all-red route has, perhaps, a stronger plan of inter-communication. It will require careful thought, and it may have to be done piecemeal, but most certainly it is not a project to be unceremoniously set aside."

Perhaps the easiest thing in public matters to talk about is the development of a policy which can be said to find something to say on that subject. We can all tell in a general way what ought to be done, we can all criticize the powers that be for their failure to do what ought to be done. But when we sit down and try to make some plan along which either the Dominion or the Provincial government ought to proceed, we find ourselves confronted with difficulties which are almost insurmountable. This does not relieve those who have been entrusted with power, from the necessity of action, but it ought to lead us all to avoid being over hasty in our criticisms. Some consideration hampers a newspaper in its criticism of government on this subject, and it is that it may be accused of having political motives in what it may say. A Conservative paper recommends anything, a Liberal paper is charged with seeking to reflect upon government at Ottawa or be thought to be forecasting the policy of the provincial administration. If a Liberal paper says something about a case it is simply turned around. The Unionist would be glad if its readers would believe that what things it has hitherto recommended or hereafter might recommend in this regard are to be taken solely on the basis of suggestions, which ought to stand or fall on their merits. If either government can see its way clear to giving effect to any of them, we shall be gratified; if the only thing it can do is to stimulate interest in provincial development, we shall feel amply repaid.

We think that the people of British Columbia are entitled to a policy of progressive development adopted and that they will be greatly disappointed if nothing of the kind matures. In the opinion of the socialist thinkers both governments ought to co-operate. Whether this co-operation ought to take the shape of joint action in certain directions may be an open question. We think it is. There are some objects in connection with which they might act together. This to us to be especially true in regard to railways. It is in this also an aspect of provincial development concerning which some understanding might be advantageous. I personally consider that the Government of Alberta. The future of a very large part of the province just mentioned is inseparably bound up with that of British Columbia. The Minister of Agriculture for Saskatchewan told us that the interests of his province were deeply interwoven with ours, and that the same might be said of the United States. It must be still more applicable to Alberta, which is our adjoining neighbor. The provinces of British Columbia and Alberta are bound together as links in a whole chain. They are deeply concerned in the operation of railways from the interior to the Pacific Coast. We concede the importance of the fact that the Grand Trunk Pacific will play a large part in principal business, and in drawing a share of the traffic of Alberta and British Columbia to the Pacific Coast. We may also mention that the Grand Trunk Pacific has not forgotten it, that this great railway is being constructed with a view to financial aid. But the fact that the Government of Alberta, and who knows anything of the enormous possibilities of the provinces of British Columbia, need to be told that no single line of railway can take adequate care of the business that will be built up north of the region directly bordering the main line of the Canadian Pacific, and that the Government of Alberta, is that if there is business to be developed, such a company as the Canadian Pacific is not out to develop the possibilities which the Government of Alberta will have to take advantage of Sir William Van Horne. That enterprising railway builder was in conversation once with a gentleman from the Government of Ontario, and the possibilities in the way of traffic of Western Canada were spoken of. The Ontario man said that the Canadian Pacific "why doesn't the C. P. R. build the necessary lines?" To this Sir William answered: "The C. P. R. is like the Government of Ontario. It has its limitations. Its limitations may be wider than yours or mine, but they are there, just the same." This fact is not a very pleasant one to hear, but people in Victoria very frequently say that if such and such a thing were as good as represented, the C. P. R. Government is not taking any steps in that direction, the inference must be that there is really nothing in it. They say that the Government of Ontario is up to its limitations all the time. In this matter of limitations may effect great corporation will easily be understood. When it comes to the market for railways.

money, it has to keep in mind the already millions of its securities and bonds, of the public, and that the depression has to some considerable extent may mean serious loss to many people. The Canadian Pacific, the company as the Canadian Pacific, for its history and its prospective earnings powers may be such as would warrant an investment, but it might be very unwise to go into the market and buy it. Existing securities might be at once depressed, great injury be done in quarters where it could ill be borne, and the railway's rating money be very greatly increased.

We make these observations because we feel that it will be necessary for the Dominion Government to act jointly with the people of Alberta and those of the Dominion at large, to consider the advisability of extending aid to the various railway enterprises. Railways will come in time but the people are unwilling to wait. They want to see something done, so that they themselves reap some of the advantages that ought to be enjoyed by the pioneers of a land, filled with such tremendous potentialities as the West. We express no opinion as to the advisability of transportation projects ought to be entrusted to established companies or be placed in the hands of new ones. This is a question that will require a large amount of government assistance and the reason why it should be given. We shall only add that the present seems an opportune moment for the inauguration of a new and comprehensive scheme of transportation which will aid in the development, not only of the lands of British Columbia, but also of all the great territory lying north of the existing railway lines from the shores of the Pacific to those of Hudson's Bay. Other projects will receive attention in future issues.

We reprint from the London Times, of the 30th ultimo, a letter from Sir John D'Abernon, a member of the British Government, to Governor Swettenham, Jamaica. In that letter an account is given of the facts, which led up to the request to Admiral Davis to withdraw his men. The facts as related disclose a very extraordinary series of circumstances. We have Admiral Davis sailing into the port of a friendly power without firing the customary salute. Then we find him landing unannounced and sending an armed guard to the United States consulate. Next he was called on the colonial secretary and offered his assistance. Then he proceeded to land a force of marines, and after having done so, that is to say, after having invaded Jamaica with an armed force, he called on the Governor and told what he had done. The Governor very properly pointed out that the proceedings were contrary to international practice, but on the Admiral saying that, if he were compelled to do so, he would do so, the Governor in unpleasant position with his official superiors, Governor Swettenham consented to the marines remaining on condition that they should be withdrawn upon request. Then after the Admiral had written to the Governor stating that in order to save the Governor's trouble to deal with the situation, and he landed an armed force and set up a hospital under the United States flag. In the Governor's opinion it was not necessary to have a force of marines only was in authority in the island, and he wrote a letter to the Admiral requesting that the force should be withdrawn and the request was complied with. The incident was complicated by the necessity of the Mayor of Kingston apologizing for the Governor's course, and to this letter the Admiral replied in a manner which showed that he had taken no offence at the Governor's course, a letter which was identical with the one we summarize the whole story and the facts.

The statement is made that the Grand Trunk Pacific proposes to rush work in this province. It is said that President Hays and Vice-President Forde will arrive on the Coast during September and spend a month in the north. The 180 miles of road between Hazelton and Hazelton are to be begun at once, and work will also be started on the line between Prince Rupert and Kitsulas Canyon. A contract for 200 miles from Edmontown west is also to be let this fall. From Hazelton to the prairies the distance is put at 870 miles, and it is said that contracts are to be let for all this section next year, so that by the summer of 1908 the whole line from Edmontown to the coast, a distance of approximately 1,000 miles, will be under construction. The foregoing statements are made apparently upon authority, and if they prove to be correct they will mean very busy times in Central British Columbia.

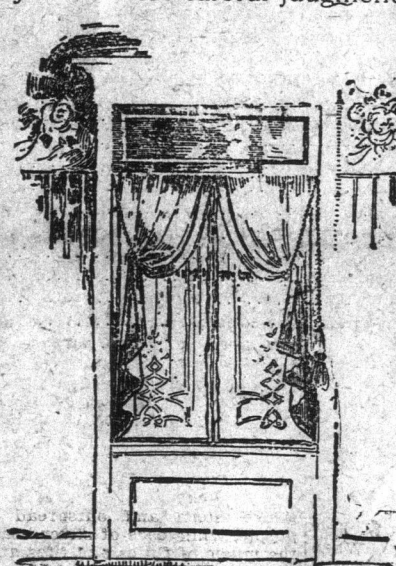
Columbia for a few years. The company has until 1911 to complete its line. It is said that the 100 miles east of Prince Rupert, is the most difficult work on the whole line, and will require two years for construction. Meanwhile the Kilgusart branch will be used to send supplies and material into the interior. If the Company can get the men, it ought to be possible to complete its road through to the Cape within the time limit. We imagine that business reasons make it desirable that the Pacific Coast should be reached as soon as possible.

[illegible]

of trees, though many farmers disagree. The fact, holding that the protection is never so good as during the heat of the summer is of more value than the wood itself. It should destroy the young growth, thus opening the way for the seedlings which carry off the humus forming leaves and lessen the moisture. Sometimes a sod is created and sometimes the trampled hard. In either case it shows the soil absorbing moisture, and it is made difficult for the tree seeds to germinate. The young growth is also eaten down and checked. So much for the protection. Then something is said about improvement by giving the best trees a chance. In the tree realm, as in other branches of the plant kingdom, the least valuable seem at first to be the most valuable. The bulletin characterises as "blue trees" iron wood, hawthorn and weed beech and as inferiors, poplars and aspens.

It is advised that in cutting these should be first taken together with over-mature or defective examples of the same species. So nature will be given a chance to produce the best and record better results. She may be helped, where the borders of the wood lot have been thinned, by the planting of a few spruce or white pine, especially on the south side. In the woods, which is the side most subject to winds in Ontario, as in Quebec. It is advised that in planting it will generally be better to use young plants raised in choice seed sources than the original growth generally. It gives some knowledge as to the possibilities of native trees. The province of Ontario, which the bulletin is prepared, has a large wood lot.

ARE your curtains and portieres correct in design and artistic effect? Of even more importance than the carpets are the curtains and portieres. Just take a look around yourself, and see if this isn't so. They stand up clearly before you—and your visitors—and impress themselves upon you much more than do the carpets and rugs. Isn't it, therefore, imperative that you exercise careful judgment in the selection of the hangings upon which



Let us assist you in this important business.

In the Liberty fabrics you see superior quality and design—exclusive styles and conceptions that apparently no other maker can attain. The word, when spoken of in connection with fabrics, is synonymous with all that is best.

One can almost pick the flowers from this dainty material, so natural do they appear. Its uses are many—loose covers for Drawing Room Furniture, Cushions, Curtains, Bed Hangings, Valances and Bedspreads. Prices range from, per yard, 50c down to 25c

Has the appearance of Satin, and the wear of Calico. Printed floral decorations from the New Art School of Design. Can be effectively used in re-covering Down or Cotton Quilts. Prices, per yard, 65c. down to **20c**

A choice natural colored material decorated with floral effects. Very desirable for Curtains, Cushions, Loose Covers, and upholstering material. Prices range from per pair, \$2.25, down to **\$1.65**

A light weight, soft linen in the natural color, with design of Art Nouveau conception, and also in the solid colors. Makes artistic curtaining for Hall, Study, Den or Library Windows. Prices range from, per yard, \$1.00 down to **85¢**

Special attention is called to our showing of Challis. This material is most artistic and serviceable. It is made in the latest Art designs and color combinations. It will not crease and drapes easily in a very artistic and pleasing manner.

COTTON CHALLIS, at, per yard, 80c.
and 75c

SWISS MUSLINS, in striped, spotted and other effects, 36 inches wide, per yard **20c**

SWISS BROCHE MUSLINS, in large and assorted patterns, 48 inches wide, per yard 35c and **25c**

SWISS WAVEL MUSLINS, in cream and white stripe effects, embroidered, 46 inches wide, per yard **35c**

WHITE MADRAS MUSLINS, in very light and dainty patterns, 45 inches wide, per yard **35c**

CREAM MADRAS MUSLINS, in handsome and graceful designs, very fine quality, per yard **50c**

BOBBINET YARD GOODS—Plain and spot, 30 inches wide, at, per yard, 25c, 35c, and **40c**

42 inches wide, at per yard, 30c, 35c, and **55c**

CREAM MADRAS MUSLINS, very pretty and attractive designs, 52 inches wide, per yard 45¢

MADRAS CURTAINS, in white and
ecru shades, 72 inches wide, per yard,
85c., and **75c.**

LIGHT BLUE MADRAS MUSLINS, in
light and dainty effects, 50 inches wide,
per yard **50c.**

COLORADO MADRAS MUSLINS, in
very striking and effective poppy designs,
50 inches wide, per yard **75c.**

COLORADO MADRAS MUSLINS in
very pretty stained glass window effects,
69 inches wide, per yard **\$2.50**

COLORADO MADRAS MUSLINS, with
pink floral pattern, ground being mixed
with white and green, 70 inches wide, per
yard **\$2.00**

BONNE FEMME CURTAINS—60 in.
x 2 $\frac{3}{4}$ yds. wide, each \$4.00, \$5.00,
and \$6.00 **\$7.00**
DOOR BONNE FEMMES at each \$1.00,
\$1.25 and \$1.50 **\$2.00**
IRISH POINT CURTAINS—3 $\frac{1}{2}$ yds. x
45 in., per pair **\$4.00**
IRISH POINT CURTAINS—3 $\frac{1}{2}$ yds. x
46 in., per pair **\$4.50**

HOME, HOTEL AND CLUB FURNISHERS—VICTORIA, B. C.

Try Our Satisfactory Mail Order Service

\$1.00

Quite refreshing and Cooling. Stops itching instantly.
Delightful odor.

CYRUS H. BOWES
98 Government St. CHEMIST Near Yates St.