The Colonist.

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

THE SEMI-WEEKLY COLONIST

One year	$1 00
Six months	50
Three months	25

Sent postpaid to Canada United Kingdom and United States.

THE SUNDAY COLONIST

We issued a paper Sunday as usual, and will continue to do so until the provincial legislature has declared that such a course is illegal. This action is not taken in defiance of the Dominion statute, nor in opposition to the principle of Sunday observance, but because we are very strongly of the opinion that the publication of a Sunday morning paper can be justified to the minds of all reasonable men, who take the trouble to investigate the subject.

We claim that to place in the hands of the public on Sunday morning a clean and wholesome paper is not objectionable upon any ground whatever. If the intention of the Parliament were to return to the old Puritan Sunday, when it was deemed both illegal and immoral to read any thing at all on that day of the week, except the Bible, and perhaps sermons by people, whose views on all points were strictly orthodox, according to the orthodoxy of those days, we could understand why the clergy should object to a newspaper being at the disposal of the people on Sunday morning; but no one makes any claim of this kind. There is no attempt to say that people shall only read certain things on Sunday; all that is attempted is to say that they shall not read a paper that is printed and distributed early on Sunday morning. Thus the Dominion enactment and the efforts of the Lord's Day Alliance, so far as this phase of the legislation is concerned, are directed especially against those newspapers, which have always observed Sunday by refraining from labor as far as possible.

Perhaps it may be well to compare the publication of a Sunday morning paper with one printed on Monday morning, for the purpose of illustrating how it is that the Sunday paper requires a minimum interference with Sunday as a day of rest or worship. Nearly all the work on a Sunday paper is done on Saturday. About eleven o'clock on Saturday night the members of the editorial staff begin to leave; by midnight their work is, or ought to be, done, except under special circumstances. The business office is closed at ten o'clock. All the advertisements are in, and the business men, who prepare them, have nothing more to do in the line before Monday. The compositors stop working at 3 a. m.; the stereotypers shortly after. Then the pressmen come on and rush through their work as fast as the presses can handle it. The carriers and mailing staff also come on duty, and everything is out of the way before time for an early breakfast, and the office is closed until Monday morning. On a Monday paper, under the law, if it is to be allowed to come in force in this province, the newspaper office may be opened for work at 6 p. m. on Sunday. In practice this time limit will be an absolute failure, because the gas must be lighted in the machines before that hour, copy must be got ready; the business office staff and the editorial staff must prepare their matter, and the business men must get up their advertisements. The telegraph offices all over the country must be in operation. It has been suggested that much of this work could be done on Saturday; but only those people who are absolutely unfamiliar with the production of a newspaper and know what it calls for, from the general public as well as from newspaper people, would propose anything of the kind.

We ask all readers, whether they are rigid Sabbatarians or not, to judge for themselves from the above facts, whether the Sunday or the Monday morning paper interferes the more with Sunday as a day of rest. We ask those persons, who believe it to be the duty of all persons to attend church services, to say which of the two plans is calculated to give those connected with the production of a paper the better opportunity to attend church. We should be very glad to learn, if we can, what the Lord's Day Alliance is driving at in attempting to compel the Colonist, the News-Advertiser and the Nelson News to cease issuing their papers on Sunday morning, and to set their employees to work on Sunday afternoon. This is a matter to be dealt with in an absolutely frank spirit. So far as we are aware, that organization has not, publicly at least, declared that it is influenced by any desire to promote morality. Dr. Rochester, in his interview with the editor of this paper, based his whole argument upon the necessity of observing Sunday as a day of rest; the Bishop of Columbia, in a letter to this paper, made his plea on the ground that the law would give newsboys a day of rest. We have shown above that these gentlemen have not a leg to stand upon in their opposition to Sunday newspapers from this point of view. What then are they trying to accomplish?

As for the future, the Colonist wishes it to be understood that it is law-abiding, and when the legislature has decided what it may or may not legally do, it will comply with the decision. It has no wish to continue to disregard a statute and be protected by the favor of the Attorney General. But Parliament has, to use a familiar expression, passed the whole question up to the provincial legislatures, and we await the decision of the body in which the final determination of the matter rests. So far as the Attorney General is concerned, no self-respecting minister of the crown would place himself in the position of interposing his personal ideas between the will of Parliament and the public; but he may very properly do, as Mr. Fulton has done, decline to sanction prosecutions until the body, to which the Parliament of Canada has seen fit to accord the final word, has had an opportunity to consider the question in all its bearings as it affects British Columbia, and arrive at some decision. When that has been done, the Colonist will loyalty accept the case as it will then stand, and regulate its affairs accordingly.

RAILWAY SUBSIDIES

The little province of New Brunswick, which has railways nearly everywhere, and is going to have another built diagonally across it by the Dominion government, does not think that it has a sufficiency of such means of transportation, and is liberally bonussing another road, which is to connect the Intercolonial with the Canadian Pacific, and of course later with the eastern extension of the Grand Trunk Pacific. The road will be about a hundred miles long and will pass through a region, well adapted to agriculture, and possessing considerable timber resources. It will cost $23,339 per mile and the Dominion government is giving $6,400 a mile towards its construction. The province is going to supplement this by guaranteeing interest and principal upon the company's bonds to the extent of $8,000 a mile, which with the Dominion subsidy provide almost two-thirds of the cost of the line. If the road pays, as it will probably after a few years, the province will not be out anything on the transaction. We mention this matter for two reasons. One is to show what the Dominion government is prepared to do for railways in the East. There is no particular demand for such a railway in the general interest of Canada. For the greater part of its length the line will run through an unsettled country. Less than twenty miles south of it the Tobique Valley branch of the Canadian Pacific parallels it for some thirty miles, and this line also received a subsidy of $6,400 per mile from the Dominion. Out here we hesitate about asking the Dominion for anything. If we have a railway in one place, we are disposed to doubt whether we ought to ask for federal aid for another line within five hundred miles of it. We have people tell us, when we advocate some new enterprise of this kind, that we ought to wait until traffic develops. The other reason is that the Province of New Brunswick, which has experimented in land subsidies and cash subsidies, has decided to pursue the course of giving guarantees of a part of the cost of this line. This is really the safest plan. It has been said, and we believe it is quite true, that the Manitoba government has not yet been called upon to pay a dollar on account of guarantees given to the Canadian Northern. Guarantees of a part of the cost of railways through country, where traffic can be developed, is a fairly safe piece of business.

A FITTING ACKNOWLEDGMENT

The presentation of a portrait of himself to Sir Charles Tupper is a fitting recognition of the services of a distinguished Canadian, and it was a very happy thought to have the ceremony take place in the room where, forty years ago, Sir Charles did his share in framing the Act for the confederation of the provinces now constituting Canada. Sir Charles Tupper has filled a large place in Canadian history. In the political life of Nova Scotia, in the days before confederation, he was very active, and a worthy successor of the brilliant men who preceded him in guiding the affairs of that province. He was foremost among those who fought for a union of the provinces, and if strict constitutionalists may take exception to the course adopted by him, when the question of union came to be decided by Nova Scotia, the result justified his act. After the union he entered Sir John Macdonald's cabinet and did as much as any man to consolidate the rather shaky edifice, which the British North America Act had called into existence. He was a great believer in the future of Canada, and to him, perhaps more than to any one else, we owe the construction of the Canadian Pacific Railway. Sir John Macdonald's name has been more closely associated with this great work than that of his distinguished colleague, but those who know the inner history of the undertaking can testify that to Sir Charles Tupper the country owes much more than is generally supposed. This is often the case in great undertakings—the second man in the game, as far as the public sees it, is often the principal player. A conspicuous instance of this is furnished by the proclamation emancipating the slaves in the United States. President Lincoln gets the whole credit of it; but he never would have affixed his name to the paper, if Vice President Hamlin had not stood at his side and urged him by every means at his command to take the final step. So with the Canadian Pacific. It was Sir Charles Tupper who in the secret councils of the government stood out most firmly in favor of pledging the credit of the country to this magnificent enterprise. It was he who closed the bargain with George Stephen and Donald Smith, as they were then called, and about this there is an interesting piece of secret history that may be told some day. It reflects only credit upon those concerned, and especially upon the courage of Sir Charles, but the time is hardly ripe for the telling of it.

When in his prime Sir Charles Tupper was a debater and parliamentarian of exceptional power. As a speaker he was forcible in an unusual degree, and he could see and take advantage of the weak points in an adversary's armor in a manner that few men could equal. He was never personally very popular, at least as compared with Sir John Macdonald or Sir Wilfrid Laurier. Men in public life did not love Sir Charles, but they feared him and respected his great ability. He is drawing near the end of his career, and it is a fitting time to say that of all the sons of Canada, few, if any, did as much to consolidate the Empire as the distinguished gentleman, who was lately honored in London.

THE COLONIAL CONFERENCE

Lord Elgin thinks that the Colonial Conference may be expected to last three weeks or a month, three sessions being held weekly. He says that among the things which may be advantageously discussed reciprocal admission to certain professions may very well have a place, although he does not expect that anything more than an academic resolution upon the subject could be expected. This is obvious, because in Canada, at least, the federal authorities have no jurisdiction over such matters. He had hoped that some arrangement in regard to the patent laws might be possible, but it appears that the difficulties in the way are too great to be overcome at present. The proposal that the Conference shall recommend the adoption of the metric system will, he believes, not be adopted. Some of the questions to be taken up, such as a universal penny postage and an imperial cable system, he thinks can be most advantageously discussed with the ministers having special charge of such matters. The primary subjects for consideration not only at this, but at all future conferences for some time to come will he says be matters relating to preferential trade, defence and emigration. These of themselves will afford plenty of occupation for the members of the Conference, who will be more likely to reach conclusions acceptable to the people, if they confine their efforts to the solution of a few problems.

The Conference is to meet in April, and in order to enable Sir Wilfrid Laurier and Mr. Fielding to be there, Parliament will have to hasten its work. Either of these gentlemen might be spared from his post in the House, but it would hardly do for both of them to be away at the same time. The Colonist does not look for any great results from the Conference, not because all the members of it will not be animated by a desire to promote imperial solidarity, but because they are too wise to endeavor to force public opinion into channels to which it is a stranger. Something will be accomplished, but it will be more in the line of preparation than of actual accomplishment.

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MR. DRURY'S LETTER

We take great pleasure in printing Mr. Drury's letter in regard to railway connection with the Mainland. It is a calm and judicious statement of the case from his point of view, and we commend what he says to the consideration of every one interested. His points are well presented, and he writes in a spirit of sincerity, which makes what he says worthy of careful attention. The question is one that ought to be discussed from every point of view. We may say that we are not sure that the Canadian Northern is the only company to which we can look for the desired connection, but upon this point we have no observations to make at the present time.

We would like to have Mr. Drury consider another aspect of the case, and in inviting his views upon it, we have no desire to appear to be setting up one government against the other. We are endeavoring to deal with the subject in an absolutely frank manner, our only aim being to accomplish what all Victorians so ardently desire. The Royal Commission on Transportation, on page 50 of their report, said:

"That a further and exhaustive exploration and survey be made in order to find the best route from the plains of Alberta to an ocean port on the West coast of Vancouver Island.

"That in case of the building of a bridge at Seymour Narrows or elsewhere, connecting the Mainland of British Columbia with the Island of Vancouver, such bridge and the approaches thereto, and the land on both sides of the water running back from the same, such distance as may be deemed reasonably necessary to allow of free access thereto, be owned and controlled by the government of Canada, with the view of according equal rights on and over such bridge and its approaches to all railways desiring to use it."

Referring to the expression "an open port on the west coast of Vancouver Island," we may add that the Commission, on pages 47 and 48 of their report, mentioned the harbors which they had in mind. They were Victoria, Esquimalt, Barkley Sound and Quatsino Sound. They devoted a special paragraph to the advantages of the approach to Victoria and Esquimalt from the ocean. This shows that the expression "west coast" was not intended to exclude Victoria.

The recommendations of the Commission in the first place call for an exhaustive survey to discover the best available line. The Grand Trunk Pacific has chosen its line, and doubtless has selected the best from Edmonton to Prince Rupert. The best route from Edmonton to the ocean ports of Vancouver Island has yet to be determined. From the capital of Alberta to Yellow Head Pass there is little to be settled on this point, but there have been no modern surveys to determine what is the best route from that Pass to the Vancouver Island ocean coast. The members of the Commission were thoroughly practical men, and knew just as much about what is being done or proposed by railway companies as any one else, and they were not influenced by the fact that the Canadian Northern is heading for the coast. They asked for an examination of the country with the view of discovering the best route. We draw special attention to the language employed "from the plains of Alberta to an ocean port on the west coast of Vancouver Island." This reads like the recommendation of a new policy. It is a recognition of the great fact that Vancouver Island is the true ocean frontier of Canada, and a suggestion that the policy of the government of Canada shall be shaped accordingly. We would like to have Mr. Drury tell us whether he does not think it advisable that effect shall be forthwith given to this recommendation, and if he can suggest any way by which the Dominion government can be induced to take the matter up.

We also draw his attention and invite his views as to the desirability of the Dominion government owning and operating the proposed connection. We think he is in favor of it, and we would be glad if he would tell us whether he thinks that the government ought not to act at once with the view of giving effect to this part of the Commission's recommendation.

As the matter presents itself to us, it has two aspects. One of them is the duty devolving upon the Dominion government in respect to it; the other is the duty of the provincial government. These obligations are not antagonistic and do not trench upon each other necessarily. There can surely be a way found by which both governments can combine to secure such an outlet for the products of the prairie region as the Commission has recommended. We again point out, for we regard it as a matter of great importance, that the Commission has recommended a new route for commerce, and recommended it in the interest of the wheat-growing area. Although no special reference is made to the subject in the recommendations, it is clear from the context that the Commission, in presenting for the consideration of the government this new avenue of trade, has also in mind the great resources of Vancouver Island, which by such a line of railway would be brought into close touch with the prairie country.

We trust that Mr. Drury will accept our invitation to give the public the benefit of his views on these subjects, so far as they relate to the duty of the Dominion government in the premises. The present is undoubtedly the time for action.

THE DIGNITY OF PARLIAMENT

Almost every leading paper in Canada, with the exception of the Mail and Empire, has expressed its regret that such a scene should have taken place in Parliament as that in which Mr. Fowler was the principal actor. The chief circumstances of the incident have already been given in the columns of the Colonist. Interest in it has been revived by later references to it by Sir Wilfrid Laurier and Mr. R. L. Borden. Sir Wilfrid stated that he was disposed to make considerable allowance for things said in a very heated debate, but as insinuations had been made, which reflected upon the private conduct of members in such a way, that, if the facts bore them out, the persons reflected upon would be unfit to hold seats in the House, he did not think that the session should close without attention being paid to them. He thought the proper time to do so was when the report of the Insurance Commission came to be considered. Mr. Borden took substantially the same view as the Premier, and there is every reason to believe that the matter will be probed to the bottom. No degree of partizanship can excuse toleration of such insinuations as were made by Mr. Fowler, unless he is able to prove them up to the hilt. If the most scandalous statements against ministers and members generally can be made in debate and be allowed to pass without some notice being taken of them, Parliament will lose whatever remnant of dignity it may possess.

The Conservative press owes the public a duty in this matter. It may be true that Mr. Fowler was strongly provoked, when he used the language to which such exception has been taken; doubtless Mr. Bennet was very angry when he applied to Mr. Carvell the epithets "a cowardly slanderer and a bully," and when called to order by the Speaker, said he would repeat the words outside of the House and take the consequences; but men who cannot respect the decencies of debate, should not be in a position to participate in parliamentary discussions. Yet serious as the indulgence in violent language and gross insinuations may be, they are nothing in comparison with the existence of a condition of things, which gives rise to such disgraceful episodes. When members of Parliament vilify each other, after the fashion of Billingsgate fishwives, the public is very apt to conclude that there are facts which warrant them in doing so; and if such facts do exist, it is the bounden duty of the Premier, as leader of the House, and as the individual who is charged in a special manner with the duty of seeing that the affairs of the country are carried on in a manner in accordance with ordinary honesty and common decency, to take such steps as will either drive from Parliament the men whose conduct is open to such attacks, or those who degrade the House and destroy all respect for our institutions. No one can say that the conduct of Parliament has been elevated during the premiership of Sir Wilfrid Laurier. Personally he is above courtesies in debate, but there has been a degree of violence and recrimination, which did not exist before he came into power. We are not unmindful of the fact that during the premiership of Sir John Macdonald some incidents occurred, which caused Canadians to blush for the House of Commons, but they were less frequent than they have been during the last decade. The loss of dignity which the House of Commons is experiencing, is a very serious matter.

A despatch to the Montreal Star says that the Hon. William Templeman, who among other things is the minister in charge of the Geological Survey, is the president of one of the Cobalt mining companies. We await with some interest to see if Mr. Templeman's paper will reproduce the very uncomplimentary things, which it published about Messrs. Turner and Pooley, when those gentlemen allowed their names to appear on the directorate of a mining company. We do not know any reason why Mr. Templeman may not be at the head of a mining company, organized in good faith and intending to do a legitimate business. We never could see wherein Messrs. Turner and Pooley did anything wrong. But the Times saw all manner of dreadful things in their conduct. The Times also thought that because a member of the provincial government was offered stock in a mining company, the whole cabinet was thereby tainted with dishonesty. Surely there seems to be reason to expect a vigorous protest from our contemporary, although we admit that it always does make a difference whose ox is gored.

Commenting upon the position taken by the provincial government in respect to the Indian reserves, the Vancouver World says that it seems to be based upon strong grounds, and it thinks that the precaution taken by the Ottawa authorities in exacting a guarantee from the railway company indicates that doubt is felt by the Dominion government as to the validity of the transfer to the Grand Trunk Pacific of the Tsimpsean reserve. Our contemporary expresses the hope that, if the contention of the province shall be upheld, the area of the reserves will be reduced to something like a proper proportion to the number of Indians.

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Stove Pots, grey enamel, pit bottom, wire handle with wood grip—No. 8 $1.25, No. 9 ..... $1.50
Chopping Bowls, made of wood, round shape—13-inch 25c, 15-inch 40c, 17-inch 60c, 19-inch 75c, 21-inch 85c. Oval Chopping Bowl—9½x16-inch 65c, 10½x18 ..... 75c
Diamond Egg Whips, made of wire, each... 5c
Electric Egg Whips, made of heavy wire... 15c
French Egg Whips, made of extra heavy wire, wrapped handle, each 60c and 75c
Dover Egg Beaters, work by wheel gearing, 25c and 50c
Mammoth Dover Egg Beaters, with attachment to fasten on bench, each $5.00
Sink Strainers, made of iron, white enamel, 50c; made of wire 25c, made of tin 20c
Clothes Lines, cotton—40 feet 20c, 60 feet.. 25c
Basting Spoons, made of iron, tinned, each, 10c and 15c; enamel 15c
Towel Racks, made of wood, can be fastened on wall, three arms, 15c and 20c
Steam Egg Poachers, made of polished tin, five holes, each 65c
Dusters, made of turkey feathers, each, 40c, 50c, 60c, 75c and 90c
Dusters, made of peacock feathers, each $2.00 and $2.25
Dusters, made of ostrich feathers, each, $1.25, $1.75, $2.50, $2.75 and $3.00
Dusters, made of wool, each, 25c and..... 35c
Wash Boilers, made of heavy tin, copper bottom, No. 9, each $2.25
Tea Pots, brown earthenware, May shape, glaze finish, each, 15c, 20c, 25c, 30c and 35c
Tea Pots, large size, hold about three quarts, brown earthenware with percolator, each.. 85c
Tea Pots, light brown earthenware with green band, each, 25c, 30c, 35c and 40c
Derby Tea Pots in brown earthenware, decorated, 30c, 35c and 40c
Tea Pots, earthenware, imitation marble with gold border, each, 40c, 50c, 65c and..... 75c
Tea Pots in mottled blue and grey,enamel polished tin lid, each, 40c, 50c, 55c, 60c, 70c, 80c, 90c and $1.00
Tea Pots, heavy grey enamel, white metal handle and metal spouts fastened on lid, copper asbestos cushion bottom, each, $2.00, $2.50, $3.00, $3.50 and $3.75

Percolators, brown earthenware with green band, fit any size tea pot, each, 30c and.... 25c
Toddy Jugs, brown earthenware, metal top, each 50c
Toddy Jugs, light brown earthenware, with green band, each, 25c and 30c
Saucepans, shallow, in dark blue enamel with white lining, handle riveted, English make, 20c, 25c, 30c, 40c and 50c
Saucepans, deep, seamless, in blue, red and green enamel, riveted handle, extra heavy tin lid, 25c, 35c, 40c, 50c, 55c and 60c
Saucepans, shallow lip, blue enamel, white lining, riveted handle, polished tin lid, English make, 20c, 25c, 30c, 35c, 50c, 55c, 60c and 65c
Saucepans, straight, seamless, grey enamel, extra deep, long handle, tin lid, each, 40c, 45c, 60c, 65c, 85c and $1.00
Saucepans, grey enamel, large flaring shape, shallow, at 30c, 35c, 40c, 45c, 55c, 60c, 65c and 80c
Saucepans, shallow lip, grey enamel, riveted handle, polished tin lid, 30c, 35c, 45c, 55c, 60c, 65c, 80c, 90c and $1.10
Frying Pans, "Acme" steel, with tin-covered handle, each, 20c, 25c, 30c, 35c, 40c, 45c, 50c and 55c
Frying Pans, English make, steel, with round handle, each 20c, 25c, 30c, 35c, 40c, 50c and 55c
Frying Pans in grey and blue enamel, riveted handles, 40c, 50c and 65c
Roast Pans in blue and grey enamel, in sizes 10x15, 11½x16 and 12x17, at 60c, 65c and 90c
Milk or Pudding Pans, in grey enamel—2-quart 20c, 3-quart 30c, 4-quart 35c, 6-quart 40c, 8-quart 45c, 10-quart 50c, 12-quart 60c
Dish Pans, in grey enamel—14-quart $1.00, 17-quart $1.25, 21-quart $1.50
Cullenders, in grey enamel, 11-inch 50c; white enamel, 8-inch 25c, 9-inch 30c, 9½-inch 40c, 10-inch 50c; In polished tin, 9½inch 25c, 11½-inch 40c
Steamers, in grey enamel, riveted handles, with pot, size 9½-inch $2.25, 10-inch $2.50; without pot, 9½-inch $1.15, 10-inch $1.25
Slop Pails, made of iron, white enamel, blue border, heavy wire handle, wood grip, each, $1.50 and $2.00
Slop Pails, made of tin, painted, 16-quart.. 75c
Water Pails, made of iron, white enamel, heavy wire handle, woop grip—13-quart $1.00, 14-quart $1.25, 15-quart $1.50
Water Pails, made of galvanized iron—13-quart

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Coffee Pots, in grey enamel, polished, riveted handle, tin lid, 55c, 60c, 70c and 80c
Coffee Boilers, in grey and mottled blue enamel polished, tin lid, wire handle, wood grasp, each, 90c, $1.00, $1.10, $1.25, $1.50 and $1.75
Coffee Biggans, French style, with polished tin percolator, in grey enamel, $1.25 and.... $1.50
Coffee Biggans, grey enamel, copper asbestos cushion bottom, has patent percolator, metal spout and handle, $3.00, $3.25, $3.75 and $4.00

45c, 14-quart 50c; fibre, 50c and 60c
Empire Clothes Dryer, made of wood, has ten 24-inch arms, having a drying space of 20 feet, all arms can be folded against the wall; each 75c
Acme Washing Machine, will wash the finest fabrics, as well as the heaviest, without tearing; operates on ball-bearings and in turning engages coil-spring, making the action practically automatic, each $10.00
Household Folding Bench, made of wood, has stand for two tubs and place to attach wringer, very strongly made, each $2.00

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