THE SEMI-WEEKLY COLONIST

Sent postpaid to Canada and the United Kingdom.

AN HISTORIC OCCASION. It is no exaggeration to describe the motion for the second reading of the Bill to ratify the agreement between the provincial government and the Canadian Northern Railway Company as an historic occasion. It will be looked back to in the future as marking the beginning of a new era in the development and progress of British Columbia. The undertaking, to which the Legislature is asked to give its sanction, is of itself of very great importance, and when regarded in its probable indirect results, it may well be claimed not only as the most important ever promoted by the provincial government, for it is that beyond all question, but as of such national importance that it is worthy to be ranked with the great transcontinental projects with which the fame of the Conservative government of Canada and that of the Liberal government are inseparably connected. In magnitude, it is not, of course, to be command with the Canadian Pacific or the tude, it is not, of course, to be comman offers to pay him a certain rental which she suggests details, rather than tude, it is not, of course, to be compared with the Canadian Pacific or the Grand Trunk Pacific. In one respect have the first right to cut the timber to the imagination of her readers to the imagination of her the former of these stands in a posi- on it, paying therefor such price as by telling them what they ought to the former of these status in unique, the owner thinks it is worth at the think but by pointing out the direcfor there can be only one pioneer rail- time it is cut, and subject to have tions in which their thoughts may way across Canada, only one band of the rent increased whenever the owner wander. Her work may not be "litersteel which completed and rendered thinks it is not high enough. Would ature," as some recken literature, but permanent the union of British North any one accuse the owner of squand-damerica. So also in respect to the Grand Trunk Pacific. As a railway tell him that he would be wiser if he fundamental elements of material extending from ocean to ocean across held the timbered land himself, taking greatness and a faculty of portraying the Dominion through a great, and, for all the chances of its being destroyed to others the images, existing in her the most, little understood wilderness, before any person came to buy it? it also occupies a place by itself. But The former is exactly the case of the writer of the day. an enterprise, which will bring into timber licences. All that the licensee existence a third transcontinental railway, which wills complete a system on paying such royalty as the government may demand, and for this right have been about as bad as they well to that frontier of Empire, which is he agrees to pay from year to year could be in some parts of the Mainformed by the West Coast of Vancou-ver Island, is in the same class as ver Island, is in the same class as the cut continues as long as the licensee these greater prospects, and when we have buy the rental but there has to be washington drank, swore, bet on these greater prospects, and when we consider what its construction may pays the rental, but there has to be horse races, hunted foxes and generative to the consider what its construction may pays the rental, but there has to be horse races, hunted foxes and generative to the construction of the construction may be a second of the construction easily bring about in connection with tract or no same man would enter into the two other Canadian transcontinentif and so far as the public is concern. the two other Canadian transcontinen-tal lines, when we reflect upon the fact it, and so far as the public is concernity, and the fashion of contemporary mankind.

A good many people always thought tal lines, when we reflect upon the fact that it will inevitably promote in British Columbia that active rivalry in transportation which is gridiponing the Prairies with steel, when we note that the company asks and the Legislature promises to sanction and assist of the construction than that embraced in the contract new hefore the Legis.

It, and so far as the public is concernation of the timber, and in the conservation of resources is admitted greatly to be desired, it is no argument against a timber licence to say that the licensee may prefer to hold the timber rather than to cut it. Nor can it be objected to say concernation of the content of the conten other construction than that embraced in the contract now before the Legisthat to cut it. Nor can it be objected that the licensee is in a position to project, to which assent is now asked, we do not that the licensee is in a position to project, to which assent is now asked, we do not that the licensee is in a position to of worrying over the Aldrich tariff. There's nothing in it to worry us. The project, to which assent is now asked, we do not, that the indiscriminate people of the United States never buy from us anything that they can posother railways that its indirect beneother railways that its indirect benefits to the country may far exceed those that will directly follow from the mileage now under consideration. The importance of things is to be measured not only by what they are of agricultural lands held under timber themselves but by the results to which they lead, and, unless the lessons of the Past are at fault, the coming of the Canadian Northern will mean more to British Columbia indirectly than directly, great though the direct rethe Canadian Northern Pacific Railmay be noted that he came over to to British Columbia indirectly than sults will certainly be. And herein way Company shall establish a car- New York in a steamship to tell the consists statesmanship—the ability to ferry of the first class for the carriage, people this. He says/he has Zeppelin see what lines of policy will lead to of passengers, mail, express and beat any old distance you can think great and far-reaching indirect advan- freight from a point at or near Eng- of. Hot air seems to be becoming tages, while promoting some specific lish Bluff on the Mainland to a point once more fashionable for aerial naviand desirable object. Those, who know at or near Victoria, and this company Bride has approached this question, 1914. will bear us out in the statement that What is the nature of a car-ferry he was always influenced by this broad view, and that his object was not so the contract? We know how very of the Canadian Northern guarantee, much to secure the construction of difficult it is to get Victoria people to it would be interesting to know what six hundred miles of railway in this believe that a car-ferry is anything possible good any opponent of the province, for this he could have more than a barge towed by a tug. Government expects to accomplish by brought about in many other ways Speaking of the ferry Pere Marquette insisting that the credit of the provthan that which he adopted, but a No. 1, the general manager of the ince will be injured thereby, and by railway constructed between such Pere Marquette Railway said that if misrepresenting that the province has points, along such a route and by such he could get that vessel through the assumed a responsibility for \$44,000,a company as would make it a factor of canals, he would undertake to land it 000, when in point of fact the obligasupreme influence upon the future de- with a full train of loaded cars and tion fixed by law is \$21,000,000. development of the province. He has send it on a voyage around the world. been able to give effect to those views. That was seven years ago, and car-

his great triumph, a triumph such as has fallen to the lot of few men of his age anywhere in Canada. He showed self in every way equal to the oceasion. At the outset of his masterly speech he was a little nervous, as any public man might well be at such a momentous period of his career, as any son of British Columbia might be expected to feel when called upon to unfold to the representatives of the people the crowning act, so far, of his oublic life—an act to which the whole country has been looking forwar with expectancy; but as he proceeded with his speech he "found himself" and did full justice to his great subject. An absolutely needless inter-ruption by Mr. Hawthornthwaite broke into the concluding portion of the speech, and when the member for Nanaimo sat down, the hour of ad-journment had passed and Mr. N. Bride was forced to bring his remarks to an

abrupt conclusion, but the speech was in all probability by July 1st, 1914, the well worthy of the great subject with Great Northern will have extended the which it dealt, As a comment upon V., V. & E. through to the coast, as a legal document it was lucid and by no means diffuse. As a presentation of a policy it was straightforward has its car-ferry and railway connection, with Victoria and is not likely and comprehensive. The cheers with which his supporters testified their appreciation will echo around the

NATURAL RESOURCES Whenever a critic of the local government is at a loss for argument, and that is pretty often these days, he finds fault with it for squandering the motion for the second reading of the Bill to ratify the agreement between 12,000,000 acres of the province. This piece de resistance is that something like 12,000,000 acres of timber lands are

THE CAR-FERRY

from which Mr. Mc- is to go into operation by July 1,

He has been able to present to the ferries have been improved since then.

enay is completed, but is far more likely to replace its barge and tug with a fine self-propelling ferry. The Canadian Pacific put on its ferry from Vancouver to Ladysmith as an answer to the Great Northern car-ferry. It is hardly likely to be willing to permit the Canadian Northern to outclass it in this line of transportation.

MISS AGNES DEANS CAMERON.

own mind, not excelled by any other

The recent storms have been none

ment to provide for the settlement of We are doing pretty wen, thank you, north of the forty-ninth parallel.

A German aeronaut says he has an airship that will carry him from Germany to America in three days. He By the Canadian Northern Railway says he has already been three and a

Seeing that the people of British Columbia have by an unprecedented

The local Opposition organ He has been able to present to the people of his native province a project that in itself means much to them and in its assured indirect results will mean far more.

A very pleasing feature of vesterday's interesting occasion was the fact that the new railway policy was brought down by a British Columbia by. It is worthy of mention that Mr. McBride, who has been able to present see excellent a contract for ratification by the legislature, received his public training on the floor of the House, where he is about to enjoy his great triumph, a triumph such as "In the main the fact may be

> A Good Tonic Is Needed

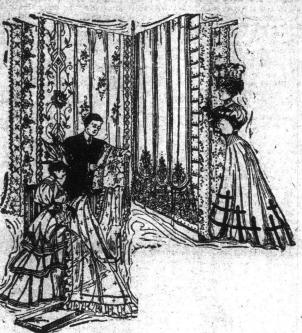
Often at this time of the year m and improve the appetite

Bowes' Compound Syrup of Hypophosphites



CYRUS H. BOWES, CHEMIST

Tel. 425 and 450. 1228 Government Street Wanas sos



New Curtains

Some Excellent Values Offered

odoubt there are some curtains in your home that will not "stand" another "wash" this Spring. If so, you'll require at least one new pair, and so this news of new arrivals in Nottingham Lace Curtains should be of special interest to you—especially as these prices represent values.

We have just received a large shipment of Nottingham Lace Curtains from what we believe to be the best factory in Great Britain. Their patterns are right down-to-the-minute, and quality fully up to the high Weiler Standard demanded of any of the offerings of this store.

Buying in large quantities and direct enables us to quote you prices in these that represent splendid values. Come in and see the splendid offerings at, per pair, \$2.75, \$2.25, \$2.00, \$1.75, \$1.50, \$1.25.



Rich Spring Carpets

AST week we received from the Templeton factories a large shipment of rich carpets for the Spring trade. These included some very handsome patterns in Brussels, Axminsters and Wiltons. These are now on display in the carpet department, and we suggest an early visit so that may view complete assortments.

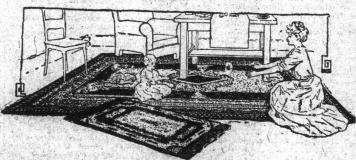
Hundreds of delighted customers throughout this city and the country bear witness to the high quality and the excellent values offered in our carpet department. And that's the best kind of a reason why you should investigate our offerings before investing a penny in carpets.

Costs nothing to visit our store. INGRAIN CARPETS from, per yard.....60¢

TAPESTRY CARPETS from, per yard 75¢ BRUSSELS CARPETS from, per yard ... 85¢

VELVET CARPETS from, per yard....\$1.50 WILTON CARPETS from, per yard... \$1.90 AXMINSTER CARPETS from, yard... \$1.90

These prices are for carpets made and laid by skilled workmen.



Hundreds of Rugs on Display

WHEN we say that our showing of rugs and squares isn't equalled in Western Canada, we mean just exactly what we say. We have "the goods" to back this broad assertion, and we invite you to come in and see the display.

Last year we installed a rug rack of most modern design, and through the medium of this rack we are enabled to show you hundreds of rugs in the same time most stores require to show but a small percentage of a hundred.

We have about 500 rugs displayed on these racks and many more shown in other ways. If you are planning a new rug or square, don't, you think it advisable to see what this collection offers?

The West's Greatest Furniture House

Aggregate for the Months Shows Inc. Sixty Per Cent. Ov. Months Last Year

Local bank clearings, for and with \$8,662,808 for th

and with \$8,662,808 for the January and February in 1 crease of sixty per cent.

While the figures for 1 show a falling off compared of January, a decrease acc by the bad weather conditionable interfered with busines siderable extent, the result tinctly favorable when come the months of February in the months of February in 1908. The monthly return present year to date compathose of the same months it two years were:

Month. 1910 1909

Jan. ...\$7,\$90,267 \$4,235,476

Feb. ... 6,404,570 4,321,397

Total ..\$13,795,337 \$8,556,873

PREMIER McBRIDE MC THAN REDEEMS **ELECTION PL**

(Continued from Page ! may approve, to be by the ba ered on the order of the Pac pany from time to time to the

ers or pledgees thereof, in moneys realized by sale, plotherwise of such securities be directly by the purchaser, spledgee, or lender into the sor into the Bank of Scotland, of Bank or such such as the security of the secu or into the Bank of Scotland, c Bank, or such other bank or the case may be and as the ment may approve, to the cr special account or accounts, name of the Minister of Fir the Province of British C Provided that if money be by the Pacific Company upo or otherwise of any of such by the Pacific Company upo or otherwise of any of such prior to the sale thereof, and t into the credit of such accoun counts as aforesaid, the an paid in shall be deducted from chase price subsequently recei the securities so borrowed the balance only shall be paid vided, further, that securities i upon may, after the loans there been paid or discharged by the Company, or by deduction fr sequent sale of bonds, be issue issued, and shall be secured trust indenture of indentures referred to, and be entitled to t fit thereof, notwithstanding su and payment and discharge: Transfer of Funds

Transfer of Funds
(d.) The balances at the cred
said special account or accoun
be credited with interest at su
and at such rates as may be
upon between the Pacific Comp
the bank holding same, and
balances shall from time to
transferred to the Pacific Co
or its nominees, in monthly pa
as far as practicable, as the co
tion of the lines of railway a
is proceeded with to the sati
of the government and accor
the specification or standard
mined by this contract; and
time to time, as the work of co
tion proceeds, the government,
minister of finance, or other d
pointed representative of the
ment, shall, out of the said be minister of finance, or other d pointed representative of the ment, shall, out of the said be certify to the bank the amoun transferred from the said acc the credit of the Pacific Comp its nominees, in monthly paym far as practicable, such sums justifiable, having regard to the portion of work done, and mater supplies purchased for the sai way, as compared with the who done and to be done thereon, a completion of the said lines: done and to be done thereon, recompletion of the said lines; a government shall from time to trequired, transfer to the Pacific pany any interest earned the moneys so on deposit in any suct to assist such company in payinterest accruing on any outst guaranteed securities hereunder balance at the credit of such account or accounts shall, untout as above provided, be deem of the premises included in sainstrument, and shall not be table public moneys received by tivince. 10. Should the earnings of the

10. Should the earnings of the fic Company during each or a the first three years of operation completion of the aided lines, sufficient to pay the operating penses and interest on the guar securities, the government shat the amount of such deficit of it to the Pacific Company or such except as hereinafter provide the Pacific Company at the ma of the guaranteed securities, and bear interest at four per cent. pe num, which interest the Pacific bany shall pay or covered. num, which interest the Pacific pany shall pay or cause to be half-yearly on the first day of uary and the first day of July in year, but the Pacific Company nave the privilege of repaying a time any such moneys, whereuporterest upon the principal repaid cease. The government shall happivilege of calling in the monpaid by the government at any after ten years after the said to year period, by six months' not writing to the company, where such money, with interest to shall become and be payable to government. Said notice may be shall become and be payable to government. Said notice may be at any time during the last six m of the ten-year term, or thereaft the event of the government man issue of securities to procure money to make any such paymen otherwise borrowing the same Pacific Company shall also pay t government any loss or expense v the government shall be put to tiby; but in such event the govern

11. For the purpose of ascerta any deficits under the preceding praph, no salaries paid by the Pa the company, or devote some sub-tial portion thereof to the com-

by; but in such event the govern shall take into account any sayir interest by reason of such loan i obtained, or securities issued, be-interest at a rate less than four