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THE JAPANESE TREATY.

The clamor for the abrogation of the treaty with Japan is unwarranted. If it were complied with we do not see that it would alter the case respecting Japanese immigration one iota.

Let us be sensible in the discussion of this question. Practically we are all of one mind in Canada. It is an Imperial question; it is a Canadian question; it is a British Columbia question, but the settlement of it must be through the Imperial Government with the co-operation of the Dominion government, and we will simply be standing in our own light if we take an attitude which has a tendency to make a satisfactory adjustment of it more difficult than it would be under normal conditions.

MR. TEMPLEMAN'S SPEECH

Mr. Templeman's friends were not more than half pleased with his speaking on Wednesday night. The attendance was not what they expected, and the enthusiasm was of a much milder type than they hoped for.

Here follow the names of the Provinces and their representatives. There were also present the following members of the government of the Dominion of Canada: The Right Honorable Sir Wilfrid Laurier, Prime Minister and President of the Executive Council.

Upon the question of better terms, Mr. Templeman hardly did himself justice, and he certainly created an erroneous impression. Speaking of the words "final and unalterable" he said that, while they were not in the resolution of the Conference of 1902, the words "definite and unalterable" were. While this is literally true, the sense in which Mr. Templeman used the words is incorrect.

1902, for the purpose of leading his hearers to suppose that two provincial conferences had agreed upon a settlement of the terms of which were to be final and unalterable, was very disingenuous. Whether or not he intended to mislead his auditors is not material, for the fact is that he did mislead them.

It was with regret that we learned how little hope Mr. Templeman would be able to hold out for the settlement of the question. We had hoped that he would take occasion during his stay in the city to have this matter closed up.

That in case the proposed readjustment of subsidies, as set out in the resolutions of the Quebec conference of provincial premiers, accepted by the Dominion government, there shall be paid to the province of British Columbia each and every year, in addition to the payments and subsidies otherwise provided, an amount understood to be what the Dominion of Canada is willing to pay and the province of British Columbia to receive as a nominal recognition of the disabilities borne by the province owing to peculiar physical conditions and from other causes set forth in the case of British Columbia for better terms and accompanying memorandum.

That the said annual amount shall be fixed in the following manner: One dollar per head of the population until the amount reaches \$300,000, to remain fixed until the population is 400,000.

Seventy-five cents per head of the population thereafter until the amount reaches \$400,000 per annum, to remain fixed until the population is 800,000. Fifty cents per head of the population thereafter until the amount reaches \$500,000, to remain fixed until the population is 1,500,000.

Thirty-three and one-third cents per head of the population thereafter until the amount reaches \$600,000, to remain fixed until the population is 2,500,000. Twenty-five cents per head of the population thereafter.

The following gentlemen met in the Railway Committee Room of the Senate of Canada at Ottawa, on Monday the eighth day of October, 1902, at eleven o'clock in the forenoon, to take part in the meeting, presided over by the Right Honorable Sir Wilfrid Laurier, Premier of Canada, for the purpose of considering the financial subsidies to the Provinces.

There were also present the following members of the government of the Dominion of Canada: The Right Honorable Sir Wilfrid Laurier, Prime Minister and President of the Executive Council. The Honorable W. S. Fielding, Minister of Finance; The Honorable A. E. Aylesworth, Minister of Justice; The Honorable Rudolphe Lemieux, Postmaster-General.

his public utterances, and it is not impossible that he may have received a suggestion from Ottawa that he must cease to make Japanese exclusion a political issue. In his opinion, that the re-passing of the Bowers Bill or some such measure would be only an exhibition of demagoguery is unsound.

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Mr. Templeman was happiest in his reference to railway matters. We have no objection to adopting the Colonist's suggestion that there be 100,000 acres in the Peace River country, which the Dominion received from the British Government, to be used for railway purposes.

There are some other matters in which reference might be made, but we have touched in this article upon those that should call specially for immediate attention.

THE ALL-RED PROJECT

The Lusitania's recent splendid effort to wrest the Atlantic record from Germany has resulted in a suggestion from a number of prominent Canadians that the greatest project of the century should be to build an all-Red line from Halifax to New York, the voyage of the new mammoth Cunarder proves that an All-Red project would be for the Empire.

The observations made by Mr. Templeman in regard to the assistance to railway connection between Vancouver Island and the Mainland were as specific as they very well could be, until a definite plan is presented by some person or company competent to carry it into effect, it would be unreasonable to ask either the Dominion or the provincial governments to assist it, but before such a plan is formulated, it is highly important to know how the general project will be supported by both governments.

The All Red line next came up for the consideration of the Honorable Sir Charles said that he was very strong in favor of it, and naturally enough, as he was practically the pioneer of the movement for it. Many years ago he had come to a realization of the opportunities offered by the geographical position of the Dominion, and he had attempted at the time to realize an All Red Route, and the world of Canada had not been the "unconstitutional action of Lord Aberdeen" in refusing to ratify the contract.

"I had obtained an Imperial subsidy for a line from Vancouver to Japan," he said, "and the Canadian government granted one for a line to Australia. Mr. Chamberlain promised me to give £150,000 for the Atlantic service. Everything was ready and the contract would have been ratified in sign if not Lord Aberdeen refused to sign it on the Conservative party out of power."

"Being blocked here, I was still so anxious to see the measure carried through that I wrote to Sir Wilfrid Laurier asking him to see that this great opportunity was not lost and pointing out to him the necessity of getting the contract ratified. But he thought he could do something better, and he proceeded to waste his time drawing up contracts which proved to be entirely inefficient. In the meantime the coast of shipping went up, and the strong way of doing so is within reach was allowed to slip away."

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GOD SAVE THE KING

In Winnipeg British Columbia Socialists disgraced themselves and the province from which they came by refusing to rise when the least of the King was proposed. Socialists in the British Columbia Legislature refused to rise when the local representative of His Majesty entered the Assembly Room.

The time has come for plain speaking. The time has come when the blatherskite element, though it attached itself like a leech to organizations of honest, loyal and patriotic workers, should be held up for public execration.

When we drink to the health of the King we are not simply honoring the monarch, we are honoring the man, Edward, who has been a man in every sense of the word—a patriot in the truest meaning, a friend and promoter of peace, an example of good and progress to his contemporaries, and the most popular man in the Empire.

Canada ought to have no place within her borders for those who decline to recognize these things, but on the other hand she should not be content for them, but she should do her best to remove them. An attempt was made first to appeal to the Majesty, which they insult. "God Save the King," is not a mere form of words. It is the embodiment in a simple and direct way of the results of long centuries of evolution in the science of human government.

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This is a highly encouraging state of things, and we have a well founded expectation that before the expiration of two years the people of Victoria will have the pleasure of witnessing the inauguration of this undertaking. We hope that when the arrangements come to be made they will be of such a nature that all railway companies may have access to the Island on equal terms.

One does not require to call upon the imagination to any serious extent to be able to understand that with the transference of the U. S. Atlantic squadron to the Pacific it will become absolutely imperative for the imperial authorities to maintain a fleet at Esquimalt. Therefore the rumor that Sir John Fisher, First Lord of the Admiralty, has given the British government the appointment of the various squadrons does not come in the nature of a surprise.

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