The Colonist

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THE SEMI-WEEKLY COLONIST

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THE BRITISH SYSTEM

The outcry, that has recently gone up about the danger of Canada falling into the arms of the United States, has led the South Wales Daily News to make some observations regarding the British system of government that are well worth repeating. The News reminds its readers that no less an authority than John Bright "fifty years ago forecast the union of Canada with the United States" and yet it adds, "Yet every one today is fully aware that the loyalty of Canadians to the Union Jack is in striking contrast with the feeling that prevailed half a century ago." We think our contemporary is astray in thinking that there was any marked annexation sentiment in Canada half a century ago, but it is right if the idea it means to convey is that the Imperial tie has grown stronger with the years. The News does not fear that the influx of people from the United States will have a tendency to promote the growth of annexation sentiment, for it says: These new comers will learn "(1) that the citizens of the Empire have wider freedom than citizens of the States; (2) that they are relieved from irritating political restrictions which prevail in the American Republic; and (3) that the democracies under the British Crown possess, in the monarchy, a reserve of executive power which no republic has ever been trusted with." It proceeds to review briefly the system of government prevailing in the United States, showing its restrictions, which as all observers of events know have brought very serious crises in the affairs of the country. Then it speaks of the British system as applied to Canada saying:

Those Americans who have crossed the border are finding that no such restrictions prevail under the British flag, the British Constitution, unwritten and ever adaptable, being the exact contrary to that of the United States. His old allegiance was to a system wherein political power originated with the indiidual State, and worked upwards, subject to predetermined checks and conditions. His new allegiance is to a system wherein the Crown, operating through an Executive dependent upon its majority in the Imperial parliament, is the source of all authority; and the democracies, drawing from that central source, operate in the freedom which characterises the Imperial legislature, and differentiates it from all others. The Dominion government exists by virtue of the 'British North America Act" of the parliament at Westminster, and the several provincial legislatures of the Dominion derive their powers in sequence. No hard and fast limitations of written constitutions bind them. Their powers would be enlarged or modified in any way by an act of the superior legislature; and, always in reserve, stands the Crown, which, in emergency, by order in council, can take executive action through exercise of the royal prerogative. Any issue so great as that which cost the Americans all the horrors of civil war would be effected for Canada at the bar of the British House of Commons—acting as a great arbiter of conflicting claims when one party demanded constitutional change.

Well informed critics of our system regarding it from the standpoint of the United States have often freely commented upon the fact that there remains vested in the Crown the power to do by virtue of the Royal prerogative anything and everything necessary for the well-being of the people; but this can never be despotically exercised because it always must be done upon the advice of ministers, who are responsible to the Parliament and through Parliament to the people. As with our neighbors, all power in Canada rests ultimately with the people, but we have the advantage of having a body responsible to the people which is able to do the necessary thing in an emergency. Herein is the great distinction. We are of the same opinion as the News, and believe that when colonists from the United States learn the value of our institutions in this respect they will be ready to maintain them intact, which would not be possible if Canada were annexed to the United States.

A TRANSPORTATION PROJECT

Some European capitalists are contemplating a transportation project that, if carried into effect, and there is no reason why it should not be, will have a potent effect upon the course of commerce. A new realway line is to be built across Spain from the north to the Straits of Gibraltar; thence a powerful car-ferry will transport the trains to a railway to be built down the northeastern coast of Africa to Dakar, or Bathurst, a British port at the mouth of the river Gambia. Thence steamships will ply to Pernambuco in Brazil, the ocean voyage requiring three days. The railway journey from Gibraltar to Bathurst will take two days, so that from Europe to South America will require five days in all.

In view of the enormous commercial possibilities of South America such a line would be of the greatest value, and it would lead to the development of trade between Europe and the southern continent to a degree far in excess of what it is now. The expectation of the public men of the United States has been that South America was bound to be commercially, if not politically, tributary to that country, but such a line of communication as is proposed would give Europe an advantage which North America could not very readily offset. James G. Blaine was one of the few American statesmen who really appreciated what was involved in the question of commercial supremacy in South America, and he labored hard to gain the advantages of it for his own country. His plans were defeated by men of much smaller calibre than himself but better skilled in catching the public ear. The proposed transportation project would also have the effect of greatly augmenting the political interest and influence of Europe in the affairs of South America.

Just in this connection we are going to indulge in a word of prophecy. Given the railway to Bathurst and the car-ferry across the Straits of Gibraltar, we may look for a car-ferry across the Straits of Dover, so that loaded cars can be sent from any point in Great Britain to the African terminus of the railway. Our prophecy is that there will be a car-ferry across the Atlantic from Bathurst to Pernambuco, and that goods will be shipped at, say, Birmingham in cars that will not be unloaded until they reach Valparaiso. There is no more difficulty in running a car-ferry successfully across the Atlantic than across Lake Michigan. The General Manager of the Pere Marquette railway once said that he would undertake to send one of his ferries loaded with cars on a journey round the world and guarantee her safe arrival, ordinary perils of the sea alone excepted.

WHAT'S IN A NAME

You know the old conundrum which asks: Which travels the faster, heat or cold? whereof the answer is: Heat, because any one can catch cold. This is not brought to your favorable attention this morning because of its novelty, for it is by no means new. Queen Elizabeth doubtless asked it of Cecil; Romulus probably propounded it to Remus; Calcastor in all likelihood put it up to Pollux, and if Cain did not shoot it at Abel, it was because he had not overheard Adam spring it on Eve. It is only revived from its long sleep in order to cite it as proof that another idea that mankind has hugged to its breast for uncounted centuries, and for which he has taken more remedies than can well be counted, must be dismissed as a fallacy. For be it known that there are no such thing as colds. Now this is not a proposition in faith cure neither is it a statement, good sir or madam, that you, who sneeze and cough and shudder and generally do not find life worth living, have nothing the matter with you. You have, but it is not a cold. Science has discovered that you are experiencing a chemical change. Certainly this sounds very much more aristocratic than having a mere vulgar cold. Indeed it sounds so well that it ought to reconcile any one to having it. Hitherto no one has been quite sure what the thing was like that made him feel as if he hated himself; but now he can have the satisfaction of knowing that it can be expressed in chemical symbols. We may remark in passing that there are some chemical changes the chemical symbols for which, if we may judge from sensation, would resemble a sum in quadratic equations. There is one objection to the scientific name for the thing. When you ask a man what is good for a cold, he may advise some preparation to be taken just before you go to bed; whereas if you ask him what is good for a chemical change, he may gather that you are suggesting the desirability adjourning to a place where a species of irrigation is carried on, and complications may ensue. But let us be right though the heavens fall. Hereafter we shall all have chemical changes and colds shall be regulated to the limbo of things that are absolutely out of date.

When a dog runs away he usually runs south, says an officer of the Humane Society in the East. Victoria dogs do not. Perhaps that is why so few Victoria dogs run away.

A speaker at the Laurier Club in Toronto has expressed the opinion that Ontario would go Liberal by a majority of fifteen or twenty on the reciprocity issue. Sir Wilfrid does not show any disposition to try the experiment.

The Halifax Chronicles itself on the fact that the Canadian navy was represented on the Lieutenant-Governor's staff at the opening of the Nova Scotia legislature. As is usual in such matters, British Columbia was several laps ahead of the rest of the Dominion in this respect.

There is a rapidly growing demand in Eastern Canada and the Prairies for an extension of the British preference. We do not want British Columbia to be left out and so far as we may speak for them all, the sooner and further the preference is extended the better we will like it.

Sir Hiram Maxim has appeared in a new role. This time it is as a champion of pork and beans. He says this dish contains more of the ingredients of nutritive food than any other, and to meet the objection that pork is indigestible, he says it should be minced fine, until it disappears in the cooking, in which condition it is easily digested as a piece of steak and of much more value as a food. In view of the high price of everything, if pork and beans could become popularized, a good many housekeeping bills would be materially reduced.

The harem skirt has appeared on the streets of New York and caused something approaching a riot. A harem skirt consists only of an ordinary skirt divided below the knee and gathered around the ankles in a ruffle. It must be absolutely modest as a costume. The lady who wore the skirt also wore a long coat, which concealed it almost wholly. Nevertheless she was almost mobbed by a great crowd. And yet we smile at the ignorance of the people who were shocked at the sight of the first umbrella used in the London streets, and at the women who, we are told, went into convulsions the first time they saw a man in a top hat.

The reciprocity agreement failed to pass the Senate of the United States. It was not voted down; it was simply not allowed to come up. A special session of Congress will therefore be called. Nothing is to be inferred from the failure of the Senate to act as to the value of the agreement one way or the other. The merits of the measure did not enter into the case at all. The New York Herald, which said the agreement, if voted upon in the Senate which went out of office yesterday, would have been carried by a majority of 22, estimates that it will pass the Senate as it will be constituted at the special session by a two-thirds vote. There seems to be no doubt that as far as the United States is concerned the adoption of the agreement is a foregone conclusion.

The news that the Victoria, Vancouver & Eastern Railway Company will begin early in the season to extend its rails westward of Princeton and will then push on rapidly to the coast, has a special interest to Victorians. It may be remembered by many readers that when this railway was projected several years ago—it must be fully fifteen—the understanding was that it should be just what its name implies, a railway connecting Victoria and Vancouver with the eastern part of the province. The delays in carrying out the project have been many, and it was not until the charter passed into the hands of the Great Northern people that anything was accomplished. Shortly after that company had secured this charter, the same interests acquired the Victoria & Sidney Railway, and it was then given out in a general sort of way that the connection with Victoria would form an integral part of the system as developed by the Great Northern and the Victoria & Sidney would be utilized. This seems now to be likely to be realized at an early day, and we look forward to the time, in the very near future, when trains will be made up in this city for Kootenay, to be sent eastward over the Victoria & Sidney. It has been reported that the Canadian Northern desired to acquire the local road, and we do not know that the idea has been abandoned. There is nothing to prevent both railways from using the line as a connecting link with their Mainland systems. In any event we look upon the V. & S. as likely to become a road of very considerable importance.

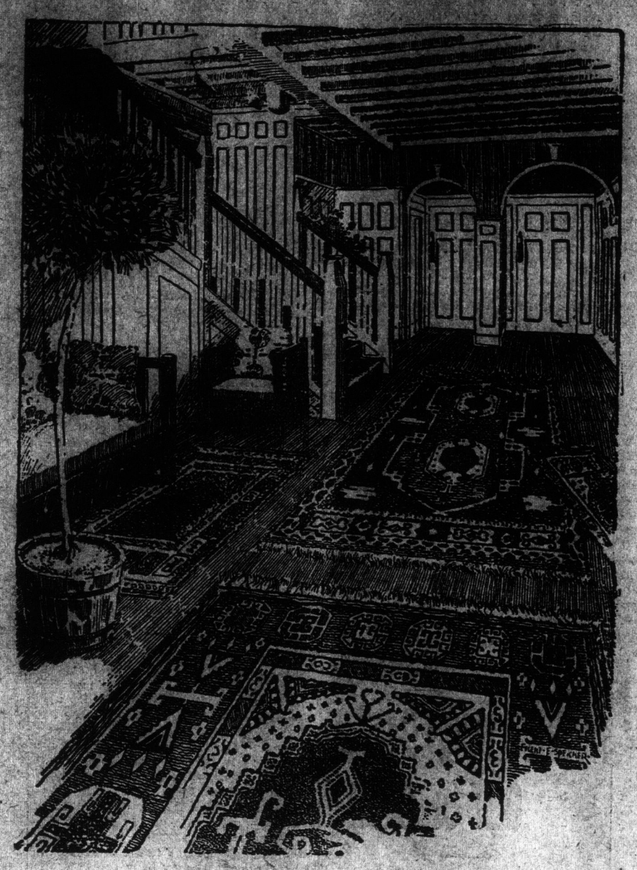
Mascagni's Suit

MILAN, Italy, March 6.—The decision of the civil tribunal which heard the case of Mascagni, the composer, and Sonzogna, the publisher of "Ysobel," against Liebler and Company, of New York, was announced today, and generally favors the plaintiffs.

Gifts to Columbia University

NEW YORK, March 8.—Gifts amounting to nearly $2,000,000 were announced at the meeting of the trustees of the Columbia University today. Among the largest was $500,000 from an anonymous donor, to the school of architecture. Sums of $750,000 and $639,000 from the estates of the late John Stewart Kennedy and George Crocker, on account of bequests previously promised, were included in the list.

WEILER BROS



The Home Beautiful

It does not take such a lot of money to furnish a home as you imagine. It can become very expensive if you don't know where and how to buy. It is being careful in the selection of your furniture and furnishings that makes it easy. A few carefully selected pieces of quality furniture are all that is required; they look well and make your rooms look handsome. It's a great mistake, and one that many people make, to buy cheap furniture, the furniture that is known as BARGAINS. Combine your own ideas with ours, who have made a specialty of home furnishings, and the result will be delightfully satisfactory—and come to the store that offers you a splendid choice of materials.

We are specialists in the furnishing of homes. It's our business, and like specialists in other lines, we are best fitted to assist you. Our stock of furniture and furnishings is the largest and best in Western Canada, and a splendid business permits us to quote most interesting prices.

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A special feature of the curtain and drapery department is the showing of Sundour Unfadable Madras Muslins and other Curtain Materials. These colors are guaranteed fast and to stand the sun. Beautiful patterns and colorings.

THE CARPET DEPARTMENT shows an immense variety of Squares, Rugs, and Carpets by the yard. We will be delighted to show you through this interesting stock. THE FAIR PRICES ARE VERY INTERESTING THIS SEASON.

1911---Go-Carts Are Here---1911

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Here are some Go-carts that will delight you, just the sort for that baby of yours. The 1911 WHITNEY Go-carts and Baby Carriages are here in great variety, and you'll be delighted with the smart new designs. Smartness and newness of designs are not the only features that characterize the WHITNEY CARRIAGES—they have numerous special features that are lacking in other makes. We can explain these better in a demonstration. We invite you to visit the Fourth Floor any time.

As a representative value and a proof of the superiority of our values, we quote the Collapsible Go-cart with hood. It is a well-made cart, that folds in one motion—simplest possible. Has a hood of green leather cloth. Priced at $7.50, which, with the cash discount off, makes the price unbeatable at **$7.50**. Other styles from **$42.50** to **$3.50**.

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We have just received a shipment of Adjustable Tables. One of these tables in the home will be used more than any table you ever saw or had in your life. They are useful for everybody. They are the very thing for an invalid, either for reading with or being used for serving food. They are a valuable addition to the library. For reading they can be tilted to any angle, adjustable to any height. SEE THESE ADJUSTABLE TABLES TODAY—YOU WILL BUY ONE.

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