

ADVERTISING BRITISH COLUMBIA.

British Columbia needs settlers, and needs them sorely. Now that the Northwest is rapidly filling up and will be demanding with constantly increasing appetite the fruit that can be produced in great variety in British Columbia...

It has been suggested that as Great Britain is the country from which the most suitable settlers can be procured, that our old friend and quondam political adversary, Capt. Clive Phillipps-Wolley, being an enthusiastic admirer of this land and possessing an unequalled knowledge of the attractions it would present to the sport-loving Briton if its claims were faithfully and truly set forth, and perhaps just a trifle idealized by a person of poetic temperament, would be the man to secure for this laudable purpose.

But while we understand that Captain Wolley is later to "throw politics to the dogs" as an unprofitable field and is willing to undertake his mission as an immigration agent, without loss of time, the quarter from which the funds would be drawn to support him has not yet been made clear. British Columbia already maintains at great expense a resident agent-general in London. It is proposed to superannuate Mr. Turner as an unprofitable servant? We understand the present provincial government would be pleased if a sufficient excuse could be found for such action.

AN ASTOUNDING VERDICT.

A fool with a rifle kills one child and seriously wounds another, and an Ontario coroner's jury finds that the culprit did not commit a crime. The slayer merely meant to frighten the family of his victims, who were accounted by the community in which they lived, undesirable citizens.

"The Canadian Pacific and Canadian Northern had apparently made up their minds to divide this splendid territory through which our main line will run between themselves and to serve the settlers who might do in between with branch lines only. It is far too important a tract of country to be treated in that fashion."

"It is idle," Mr. Morse continued, "for our Canadian Pacific and Canadian Northern friends to plead the sanctity of vested interests in private main lines and branches—which have been handsomely subsidized in cash and lands by the people—against the present overwhelming demand for competition. In the province of Ontario these two roads are in many places paralleling the Grand Trunk, running within six or eight miles of a stretch, yet the Grand Trunk has in no single instance appealed to the government for protection. The Grand Trunk recognizes that the people of Ontario demand and are entitled to competition. Surely the people of the Northwest have a right to the same consideration."

"THE GROWING TIME."

Canada is the land in which the "dirt will fly" in earnest for the next half dozen years. We have just entered what promises to be the greatest era of railway building in the history of the country. The Grand Trunk Pacific has commenced construction of the part of its line which will convert it in process of time into a transcontinental road.

The opponents of the Dominion government in the province profess to be in a great distress of mind because there is no indication of activity in British Columbia. All in good time. There is no urgent demand for a railway in the northern part of British Columbia. Settlers are not waiting impatiently up there for means of transportation of their products to market. When the railway comes it will bring its quota of pioneers with it. The idea of the opening up of the northern part of our province by another transcontinental railway never entered the minds of the opposition. They had never contemplated the practicality nor the feasibility of such a thing. Consequently their protestations respecting the alleged injustice to this province involved in the contract with the Grand Trunk people do not appear to be the faintest as founded upon justice or fair play. They opposed the Grand Trunk Pacific scheme to the utmost of their ability. They opposed it because of their habit of unthinking and unreasoning partisan opposition. They antagonized and all but succeeded in killing the V. V. & E. bill also, in which was involved a scheme of more immediate importance to British Columbia than the construction in haste of the Grand Trunk Pacific. Fortunately, the representatives of British Columbia succeeded in awakening the Liberal representatives of the East to the importance of the line to the people of Southern British Columbia. In consequence of the triumph of right and justice over monopoly new and more active life has already been imparted to business in the southern interior. Confidence in the future has been re-established, and the prospects are that British Columbia will have a large share of the prosperity that has been general in Canada.

In an interview with a newspaper representative at Montreal recently, Mr. Morse, the well-known vice-president and general manager of the Grand Trunk Pacific, explained that the route selected for the new line by the engineers of his company would give the shortest route between Portage la Prairie and Edmonton. The line will run directly through the fertile belt, midway between the Canadian Pacific railroad, main line on the south and the Canadian Northern on the north. The table of distances from Winnipeg to Edmonton are 1,994 miles by the C. P. R., 825 by the C. N. R. and 780 by the G. T. P. The new line will travel between these two points almost as straight as the crow flies. Up to date it has been located for a distance of 275 miles west of Portage la Prairie. This location has been approved by the Governor-in-Council. Within a few weeks the company will be ready to submit the location of 450 miles more, which will carry the road into Edmonton. Complaint is made that in places it will go too close to some of the branches and to the main line of the Canadian Pacific.

"This," said Mr. Morse, "is unavoidable. Parliament desired that the Grand Trunk Pacific should, as far as engineering limitations would permit, run in a bee-line from Moncton to the Pacific Ocean. This programme will be fulfilled to the letter." "The Canadian Pacific and Canadian Northern had apparently made up their minds to divide this splendid territory through which our main line will run between themselves and to serve the settlers who might do in between with branch lines only. It is far too important a tract of country to be treated in that fashion."

"Regarding the applications of Brandon, Regina, Calgary and Prince Albert to have the main line connections, Mr. Morse said the company would be glad to put every western town, if that were possible, on its line, but it was impossible to deflect a railway up and down

the country. These and other towns would be placed on well equipped branches, and they would be given lower rates than they have to-day.

C. P. R. STRATEGY.

The Canadian Pacific Railway Company, as a distinctively Canadian institution which is willing to do business in the United States when doing business with the United States can be done with profit, and also by reason of its tremendous influence upon Canadian public affairs, is a corporation which compels our admiration and reverence. But the Canadian Pacific Railway Company's ambitions are not invariably in consonance and harmony with the best interests of Canadians. For that reason it is necessary, sometimes, in the public interest, that the great Canadian railway company's ambitions should be thwarted. During the late session of parliament the Canadian Pacific Railway Company indicated its desire to maintain a monopoly, or a virtual monopoly, in the transportation business of Southern British Columbia by what some plain-spoken people termed an insolent or offensive attempt to dictate to the Dominion legislators on the subject of railway construction in this province. The C. P. R. based its opposition to the construction of the V. V. & E. railway on patriotic grounds. Its representatives were told to draw a weird picture of the evils that would surely follow in the train of the advent of an American road within the preserves of the loyal and patriotic Canadian corporation. A considerable number of the members of parliament were impressed, or affected to be impressed, by the arguments of the apostles of monopoly. But in the end common sense prevailed, when the absurdity of the contention was proved by the very fact that the C. P. R., if it were true that railways crossing the boundary were bound to drain Canada of her resources, was itself one of the principal denegers, as it crossed the boundary whenever business reasons seemed to demand that it should do so.

But it appears that defeat in parliament did not daunt the minds of the men who direct the operations of the C. P. R. It has not yet given up the fight against the construction of the V. V. & E. Rebuffed at one point, it seized another and continues its obstruction. A dispatch from Ottawa to the Times says the time of the railway commission was yesterday taken up for an hour with the consideration of the V. V. & E. Company's application for the approval of plans to build forty miles along the Similkameen river from Princeton to Keremeos. The Similkameen & Keremeos railway, a company whose existence will be a source of considerable surprise to many people in British Columbia, has protested that it was the first to file plans for construction over the ground proposed to be traversed by the V. V. & E. By what mysterious process does this hitherto unknown and unsuspected railway corporation, the Similkameen & Keremeos Railway Company, under the stimulating impulse imparted by the prospect of the construction of a railway which is something more than a paper concern, spring into activity and assert its rights to recognition and essay to block the V. V. & E.? The explanation is simple. The Similkameen & Keremeos charter, after the manner of many of its kind issued by careless legislatures, is the property of the C. P. R., and the C. P. R. now finds it useful in its business of attempting to perpetuate its monopoly. The C. P. R. is fighting the Great Northern to the last ditch and, great as our admiration for the pertinacity and the resourcefulness of this great and patriotic Canadian corporation, we hope, for the sake of Southern British Columbia and the realization of the great expectations which have been awakened in the interior as a result of the prospect of railway communication, that the final attempt to block the path of progress will not prove successful.

JAPAN'S "BACKDOWN."

The victorious Japanese, realizing that peace also hath her victories, have played the chivalrous, generous and magnanimous part, have appreciably abated their apparently reasonable claims, and have thus made an end of one of the bloodiest wars of history. The Russians, with their usual braggadocio, are proclaiming that they made no humiliating concessions, that they paid not a kopeck as a price of peace, and that by the stubborn adherence to their original position and their inflexible determination to maintain what they term their national honor they carried off before them diplomatic triumphs. Perhaps M. Witte and his fellow plenipotentiaries are entitled to all the consolation they can extract from the satisfactory conclusion of a most glorious and sea campaign. But the Japanese have brought to a climax one of the most remarkable of wars—a contest in which from beginning to end they lost not a single point—with a great moral victory which has gained them the good opinion of the world, and with characteristic self-repression, not a single syllable of vainglorious litanies has escaped from their mouths.

Nevertheless and notwithstanding the magnanimous concessions of the people of Nippou, as a result of the war the territorial ambitions of the victors have been amply satisfied and gratified. As the Times has already pointed out, Japan was not in a position to extort terms in any degree corresponding to those extracted from France by the victorious Germans. It would not be possible for any nation, certainly it would be impossible for any Far Eastern nation; to overrun Muscovy as the Germans poured into France, seize the capital, dictating such terms as they pleased as the price of withdrawal. But all that Japan demanded from Russia previous to the declaration of war is now hers. She has established a protectorate over Korea. There can henceforth be no Russian menace to her interests in Manchuria. No frowning fortress sitting beneath the Russian imperial eagles can be maintained on the Straits of Pechili. The railway through Manchuria, which cost so many millions and which was built with an eye to the development of schemes of future aggrandizement at the expense of hapless, helpless China, has been converted, under the most effective of Russian protection, into a great force of her good nature. She has decided to adopt the two orphan boys who drew the lucky numbers from the lottery when they are destitute children housed in municipal orphanages, leaving the subject of her probable second marriage in abeyance, reserving to herself the full right of leisure choice from among her numerous suitors.

London is said to be threatened with a theatrical trust, and the views concerning its effect on the profession are being managed by the same set of opinions. Mr. Bernard Shaw likes the prospect, as he thinks it will be better for dramatists and also for actors of all classes; and he believes that it will have a beneficial effect on the morals of the nation. This is not the general view, however, for many critics think a trust would lower the rates for new plays, severely cut down prices for those in the cast, and, therefore, indirectly injure the public. And Mr. G. R. Sims, who is always outspoken, does not hesitate to express an adverse opinion on the subject and to add a word of warning to those likely to be affected. "All trusts make for the greatest good of the greatest number," he says. "And this is what all laws human and divine." But while making known his disapproval of the system, Mr. Sims fears that protests have come too late. For, are there not simple signs of such combinations wherever you look in the West End. New theatres have been built by syndicates, many of them being managed by the same set of operators, and many English proprietors have the monopoly of the Metropolitan suburbs and of some of the great industrial centres.

Some of the more enterprising British insurance companies are carefully watching the exploitation of a scheme of importation in America by means of which employers of labor can indemnify themselves against loss arising from strikes. The National Association of Manufacturers of the United States recently appointed a special committee to consider the question, and the report, just issued, is very interesting. Nearly 300,000 concerns of all kinds employing labor were passed under review, and the number of such concerns that have experienced strikes in the last twenty years is 99,693 (excluding coal, coke and transportation

Great seas, like great States, have their changes of fortune, their rise and fall. For fifteen centuries before Christ, and for fifteen centuries since Christ, the Mediterranean, as its very name tells, was the centre of the earth's trade and politics. The civilized world was but a tiny belt round its shores. Columbus, however, shifted both the political and the commercial centre of the globe, and for the last two centuries at least the Atlantic in volume of trade has taken the place of the Mediterranean. It is the old world and the new together.

But the Atlantic in turn is to give place to a greater sea than itself. Who can doubt that before the end of the twentieth century the Pacific will be the centre of the world's life? The fate of nations will be decided on its waters; great Empires will rise on its shores; trade will find new routes across its surface. Already the greatest sea battle since Trafalgar—a battle which must affect the politics of the world more profoundly than even Trafalgar did—has been fought on its waters. On the eastern edge of the great sea a new power has arisen with which the civilized world must reckon. To the south that narrow thread of humid, fever-haunted, river-toe soil that links the two Americas together, and bars the trade of Europe to the East, is about to be cut; the strenuous American has thrust aside the seignior Latin races, and the Panama canal is within memorable distance of accomplishment; and when it is cut it will bring the great cities on the eastern coast of the United States within easy reach of Australia and the whole awakening East.

In his recent recipt the Czar declared that he was waging war "for the mastery of the Pacific." That was, perhaps, for him merely a phrase—a rhetorical flourish; the modern world certainly could not permit a prize so vast to fall into the hands of any single Power. But the phrase at least showed a dim sense of what great issues are wrapped up in the Pacific. These lines are written on the swinging deck of the Manuka, on whose white awnings is beating the heat of the equatorial skies. The Manuka is one of the shuttles of the "all red line," a thread of communication between Great Britain and Australia via Canada, which is supposed to touch foreign soil, or stir foreign waters, nowhere. The boats of the Union Steam Navigation Company form a faint cloud of purple in the air when they are seen against the white sky of the Australian continent from Sydney to Vancouver. To steam across what Tennyson calls "the glow and glories of the broad belt of the world"—the "belt of equatorial seas" between the S.E. and N.E. trades—is an experience which might well delight an artist and dazzle the senses of anybody

OUR OPINION LETTER

Madame Rolfe, the winner of the £400 French Press Association lottery prize, is being inundated with letters proposing marriage. Every mail adds to the list of enterprising suitors for the fair widow's hand, and purse, but even the suit of a marquis is tabulated with the rest and treated with as great an unconcern. Free drinks ruled, it is said, in the contest of the 28th Regiment of Dragons on the day following the announcement of the result, and the boxman received the congratulations of her many friends. The canteen of the 28th Regiment has been her special care for many years. It was presided over by her father and mother before her and during her husband's lifetime it was also the centre of her activities, and in the discharge of her duties she endeared herself to a large circle of friends by the sheer force of her good nature. She has decided to adopt the two orphan boys who drew the lucky numbers from the lottery when they are destitute children housed in municipal orphanages, leaving the subject of her probable second marriage in abeyance, reserving to herself the full right of leisure choice from among her numerous suitors.

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The All-Red Line of Empire

BY W. H. FITCHETT, LL.D., IN LONDON MAIL.

The sea has many tints. In colder latitudes its color note is a changeless and desolate grey; in warmer seas, under the trade winds, it is a keen blue, bricked and fretted with myriad lines of white—the white of wind-blown spray. The horizon wears a curious air of life. But the sea of the actual equator is like no other stretch of water on the planet. The note is blue, but it is a blue of many moods—now rich as a turquoise; now deep as a sapphire; now lay and soft and faded as an amethyst. But always a blue such as the planet shows nowhere else. And as the great floor of rich color runs on every side to the clear edge of the sea, its look is curiously massive, not to say solid; a look as of rough-cast and frosted metal, rising and sinking in slow waves of richest color. And the sky of the equator is as rich as its waters, from the swift dawn of the tropical day to the slow coming of the tropical night. Such mighty fleets of clouds sail in the depths of the meridian. Sometimes they build themselves up, with cliff-like effect, along the edge of the horizon, and the setting sun pours through their aerial canons rivers of crimson and scarlet. Or on a clear night the blue-black skies are crowded with stars, and these are reflected in the depths of the sea, until the ship seems to swim between two star-crowned firmaments, one beneath her keel and the other above her topmasts. The color effects of the equator, whether by day or night can hardly be paralleled elsewhere.

question whether some of those critics who regard matrimony as a madness as closely connected not to a larger share in the ordaining of celibacy for asylum doctors. However, statisticians provide solid columns of figures to prove that it is the bachelors and spinners who fill our asylums, and not the married portion of the community, which shows conclusively that the high road to madness is not matrimony, but celibacy. Thus the L. C. C. scores once more, the sanity of its decision proving, at all events to the medical officers concerned, that none of its members are likely to lessen the space provided by our asylums for the concentration of those not responsible for their actions. A new work on psychology gives some useful and interesting information on the cure of nervous system, and that certain actions constantly repeated produce tendencies which are gradually stored up by the nervous system, and eventually become easy for a man to remain good, but extremely difficult for a bad man to become good. To cure a habit then demands a complete change of the nervous system, and the method prescribed by the writer of this new work is drastic but seemingly efficacious. We are recommended to gradual breaking away from the old habit, but a sudden wrench is made in power, was exercised in its place something new and absorbing, something that must entirely take its place. Some day, therefore, we may have nations in which inmates are compelled to play cricket matches, train for tennis tournaments, collect stamps or play bridge—the really devoted bridge-player can hardly have much leisure for any great amount of crime. It is better to be a bicycle or motor fiend than a burglar. And also in business the power of alienating one's habits should be cultivated, that which was good twenty years ago would be disastrous nowadays. Every man should remember Herbert Spencer's observation, that the best rough test of a man's strength of mind is his ability to change it. Suitable dress is a serious question, and the Englishwoman is beginning to realize this, and is not only more every now and then to see that the secret of smart dress is to wear that which is suitable to the occasion. Fashion's trend, at the present moment, is naturally in the direction of nautical costumes, and all one's attention is given to yachting garb, since the coming weeks are to be devoted to the entertainment of the French fleet visiting our shores. Not the least of our attractions, we hope, in the eyes of our gallant French neighbors, will be the feminine element, and to be becomingly dressed in the ambitious British woman at the present moment. But seems that simplicity is to be the keynote of our yachting and seaside costumes. Serge, blue, black and cream carries the day, and sailor hats complete successful with soft, small-peaked yachting caps. Nothing in the way of silk, velvet, crepes, blue, black and cream carries the day. Everything in the way of nautical style, which, perhaps, is after all best suited to our English beauty. For shore-going, simple lines and alpaca wools, beautiful-looking and worn, but even these are simplicity itself.

accustomed to the more prosaic realms and sober tints of the planet. Sea-Tints. The sea has many tints. In colder latitudes its color note is a changeless and desolate grey; in warmer seas, under the trade winds, it is a keen blue, bricked and fretted with myriad lines of white—the white of wind-blown spray. The horizon wears a curious air of life. But the sea of the actual equator is like no other stretch of water on the planet. The note is blue, but it is a blue of many moods—now rich as a turquoise; now deep as a sapphire; now lay and soft and faded as an amethyst. But always a blue such as the planet shows nowhere else. And as the great floor of rich color runs on every side to the clear edge of the sea, its look is curiously massive, not to say solid; a look as of rough-cast and frosted metal, rising and sinking in slow waves of richest color. And the sky of the equator is as rich as its waters, from the swift dawn of the tropical day to the slow coming of the tropical night. Such mighty fleets of clouds sail in the depths of the meridian. Sometimes they build themselves up, with cliff-like effect, along the edge of the horizon, and the setting sun pours through their aerial canons rivers of crimson and scarlet. Or on a clear night the blue-black skies are crowded with stars, and these are reflected in the depths of the sea, until the ship seems to swim between two star-crowned firmaments, one beneath her keel and the other above her topmasts. The color effects of the equator, whether by day or night can hardly be paralleled elsewhere.

An advertisement for a book titled 'The All-Red Line of Empire' by W. H. Fitchett, LL.D., published in the London Mail. The text describes the Pacific Ocean as the future center of world life, mentioning the Panama Canal and the Union Steam Navigation Company. It also discusses the concept of 'The All-Red Line' and its implications for global trade and empire. The text is a continuation of the article in the main body of the page.