

The Colonist.

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RETURNED BY ACCLAMATION

The unusually large proportion of the membership of the Legislature who have been returned by acclamation testifies to the very great popularity of the administration. The Liberals have put up candidates for only half the seats, which is further testimony both to the strength of the government's position and the weakness of their own. Special attention is directed to the fact that two of the ministers, the Provincial Secretary and the Minister of Public Works, have been returned without opposition. Mr. Ellison, Minister of Finance, and Mr. Ross, Minister of Lands, are opposed by Socialists; Mr. McPhillips, President of the Council, is opposed by an Independent. It is hard to say whether we are to understand that Mr. McBride, Premier, is opposed or not. There is direct Liberal opposition to Mr. Bowser. This is a very remarkable state of things. No ministry, provincial or federal, ever had such an experience.

The return of Dr. Young and Mr. Taylor without opposition is very strong testimony to their strength in their respective constituencies. It is also a deserved compliment to their very efficient administration of their departments, the work of which comes more closely home to the people than any other branch of the public service. Dr. Young, in addition to being Provincial Secretary, is Minister of Education, and the work under his supervision touches nearly every household in the land. Mr. Taylor, in administering the Public Works of the province, deals with a subject in which every one has a deep interest. These two ministers go back to their duties without a dissenting voice in their constituencies, and we heartily congratulate them.

RAIL TO THE MAINLAND

We are asked why we think it will be a benefit to the benefit of Victoria to have a connection with the Mainland by the Seymour Narrows. The question is asked in good faith by one of the business men of the city, who, like all others, besides himself would like to have explained what the older people seem to take for granted. The answer is eminently reasonable, and we think it is well to deal with it in a reasonable manner. In the first place it may be well to state what our friend says are considerations which raise a doubt in some minds, namely that the produce of the Northern half of the Island would be shipped eastward by way of such rail connection, and that other ports on the Island besides Victoria might compete with this city for business through avenues developed by trans-oceanic commerce. He thought that these considerations might outweigh any advantage that Victoria might derive from the development of the whole Island.

We shall consider these objections, and first as to the shipment eastward of the products of the northern part of the Island. What are those products likely to be? As far as one can judge from present knowledge they will be: timber, coal, iron, fruit and fish.

It is very likely that all the timber shipped from the northern part of Vancouver Island to the East would be sent via the Butte Inlet route, but we are unable to discover any reason why Victoria should object to that. At present it is shipped via Vancouver, where it is manufactured, the logs having been towed to that point. It is not the shipping of the lumber through Vancouver that has built up that city, but the manufacture of it there.

It is unlikely that this manufacture at Vancouver will increase in view of the construction of railways from Victoria into the great timber areas of the Island. The cost of towage and the percentage of loss en route will be saved by the manufacture of the lumber on the Island. We anticipate the establishment of large milling plants on the Island as the result of the building of a railway via the Butte Inlet route, and it is not reasonable to expect that the mills would send their product down to Victoria, and then up to the railway terminus on the Southern Mainland to be shipped east, or even to Vancouver direct for that purpose, when they could get it to its destination by a shorter route via Butte Inlet. We, therefore, agree with our friend in saying that lumber manufactured in the northern part of the Island and destined for the Prairies will be sent east by the proposed new transportation route.

Lumber manufactured to be sent abroad would be very likely to be sent to its destination via Victoria. There may be some points at which vessels intending to load with lumber alone

might be sent directly to the mills, but there are timbered areas the product of which could be shipped "foreign" from Victoria at least as well as from anywhere else, and Victoria would be infinitely preferable to any other point for vessels to take lumber, which was to form only a part of their cargoes. We do not think the situation in this respect is as well understood as it might be. Victoria as it is now can only handle overseas cargoes of lumber to a very limited degree. There is only one place in the harbor where a vessel can lie and take on a load without having to pay sufficient lighterage charges to handicap the port very seriously. When we have rail connection to ocean docks, whereby lumber from all parts of the Island can be carried on the cars from the mills to the ship's side the whole situation will be changed.

The advantage to Victoria of the opening of the Island by railways and the eastward routing of timber by way of the proposed new route would be that Victoria would become the supply point for the Island timber industry, an advantage of enormous importance commercially.

In reply to the statement that other Island ports may rival Victoria in this respect, we have only to say that only those persons, who have not investigated the subject, fear any serious rivalry. We shall discuss this more at length in a subsequent article when we come to deal with the relation of the proposed rail connection to ocean-borne commerce. Mention may be made here of coal shipments to which our friend referred. The answer to this is that east-bound shipments of coal are never likely to be large. It is by no means improbable that coal may be shipped from points on Barkley Sound, but rail connection with the mainland will not affect this. It is also very probable that Victoria will become an important coaling station, but this will not be affected in any way by the proposed connection. There are some other aspects of the case to which we shall take occasion to refer at another time.

HON. D. M. EBERTS

There are not many candidates now seeking election for the provincial legislature whose claims to support we can endorse more heartily than those of Mr. D. M. Eberts. By virtue not only of his office, but also of his forceful personality, Mr. Speaker has been one of the best known members of the legislature for a number of years past. He owes his popularity largely to his undeviating principles and his devotion to the public weal. A thoroughgoing Imperialist of the practical type, and a staunch believer in the destiny of British Columbia, he is a good platform speaker and the trenchant manner in which he dealt with reciprocity during the last Dominion election will be still fresh in the minds of the public in this part of the province.

Saanich, the constituency which Mr. Eberts has represented for many years past, is a district of the Island which bids fair to come very much into the public eye in the future. A rich agricultural territory, it is now on the eve of obtaining up-to-date transportation facilities, which will undoubtedly mean a largely increased population and the starting up of new industries and development along general lines, which must redound to the advantage of the whole Island. In Mr. Eberts this constituency has had in the past a staunch champion. He is never tired of telling of its possibilities and urging them upon the attention, not only of the government, but everyone with whom he comes in contact. For some time past there have been substantial evidences that the Saanich Peninsula is coming into its own. With its great natural advantages it must share largely in the new era of development which has opened for Vancouver Island. The government, as well as the transportation companies, are alive to this fact.

There is no doubt that Mr. Eberts will be elected, and the residents of Saanich should see to it that he has a very substantial majority for they have everything to gain by supporting the party of which Mr. Speaker is such an honored member.

THE COAL STRIKE

Apparently a settlement of the coal miners' strike in England is in sight. It will come none too soon for the welfare of the country and for the business of the world. There will be very general regret that the tension has been marred by any disturbance; but when we reflect upon the vast numbers of people involved in the strike, we have only admiration for the splendid self-repression shown by the men and the eminent reasonableness exhibited by the leaders. The Colonist has not attempted to disguise the fact that its sympathies were with the men on the general principle involved in the strike, which is that a man shall receive a living wage for a day's work. We grant that difficulties may arise in working out any scheme that may be devised. Men are not machines, and the personal equation cannot be ignored. There are objections, and they are not all from the employer's point of view by any manner of means; to a uniform rate of wages for persons in

certain employments; but there can be no reasonable objection to a minimum wage. It is claimed that such a wage is a premium upon loafing; but this is a matter of detail. The labor unions are not so blind and unreasonable as to be ready to stand by men who might be disposed to take advantage of the scale and neglect to give value for their pay.

But it is very evident that the adjustment of the differences between the mine owners and the miners only scotches the unrest, and does not kill it. Not that it is desirable that it should be killed. On the contrary the demand of workmen for better conditions should be given every possible consideration. Ideal conditions are a long way in the future, no doubt; but society can work towards them. The progress must of necessity be somewhat slow, but a tremendous gain has been made when it has been recognized that conditions must be adjusted so that what is due the man, who toils with his hands, must be considered equally with what is due to the rest of the community. Much of the discussion of labor problems takes up the case from the wrong end. What is due by society to the men, by the sweat of whose brows the material progress of society is alone possible, is of prime importance. A great mistake in the past has been to ignore this fundamental fact. Hence workmen, who are in the main just as reasonable as the rest of us, just as anxious to provide for their families, just as disposed to do the decent thing by the community, finding themselves ignored or regarded with antagonism by people in other walks of life, have listened to agitators, who have very often led them into lines of action which have resulted in much injury to many, and no good to any one. Unrest is the normal condition of a healthy community. It ought to be encouraged and properly directed. The higher we elevate the standard of living of the working classes, the higher we elevate the standard of society. It may be that in the process some of the higher points in the social scale will have to be lowered; but the state will be none the worse for that. Great social extremes are a source of weakness to a nation.

THE SONGHEES RESERVE

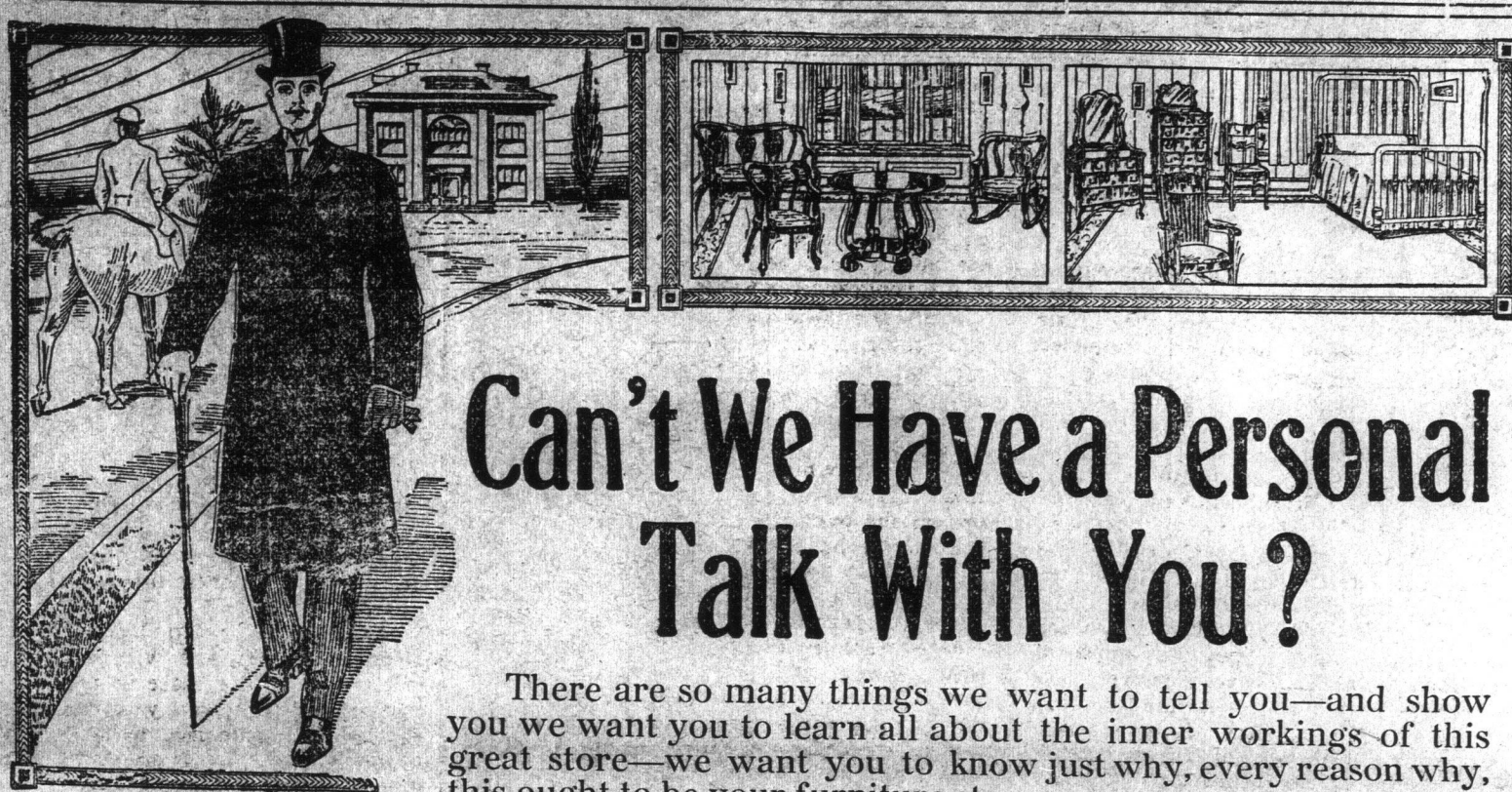
The statement has been put forward to the effect that the Canadian Northern Pacific Railway Company expects to acquire the former Songhees Reserve under the legislative authority authorizing it to select certain areas out of Crown lands for certain purposes. The statement is without a shadow of foundation. So far from having any such intention, Sir Donald Mann offered to purchase all the Reserve for the price paid by the government for the land and the removal of the Indians together with a profit to the government on the transaction, and his offer was rejected. The statement that the company could acquire the land in the manner mentioned is absolutely untenable. The following is the provision of the contract in regard to the free acquisition of Crown Lands: "The government undertakes to convey to the Pacific Company by a free grant any vacant Crown lands which such company may desire for the purpose of establishing divisional points or townsites along the said line."

There is a further provision limiting the area to be so granted for divisional points to 1250 acres, and to 640 acres in the case of other townsites.

This agreement was made in January 1910 at which time the provincial legislature had no jurisdiction over the former Reserve and therefore cannot be supposed to have intended this provision to apply thereto. Secondly the former Songhees Reserve is not Crown Lands in the sense the word is used in the contract. Thirdly it is not vacant land, but land which the government is employing for a special purpose. There is just as much reason for saying that the company can take Parliament Square as that it can demand a free grant of the Reserve. Fourthly the Reserve could not be claimed either as a divisional point or a townsite, and the contract does not authorize the taking of land for terminal facilities. Fifthly, if by any possible contortion of language the company might imagine it had a right to the Reserve, it would speedily learn the contrary. The absurd contention set up by the Liberal organ is really too ridiculous for consideration. We only refer to it because some persons have suggested that Mr. Elliott is responsible for it. This we do not believe for a moment, any more than we believe him responsible for the statement following that referred to which is to the effect that all the anticipations of a bright future for Victoria are based upon "the shallowest and most hypocritical delusion."

Mr. William Griggs is to enter the service of the Canadian government in connection with the Department of Commerce. Mr. Griggs formerly represented the British Board of Trade in Canada. He is a gentleman of wide information and possessed of a discriminating judgment. He is very well known in Victoria, and many of our business men will join us in congratulating the government in having been able to secure his services.

Another day has passed and the Liberal organ has had nothing favorable to say about the Liberal candidates.



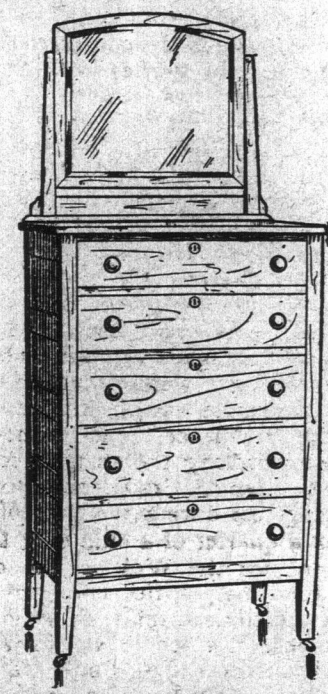
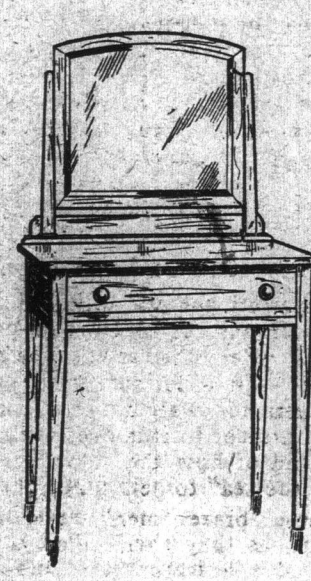
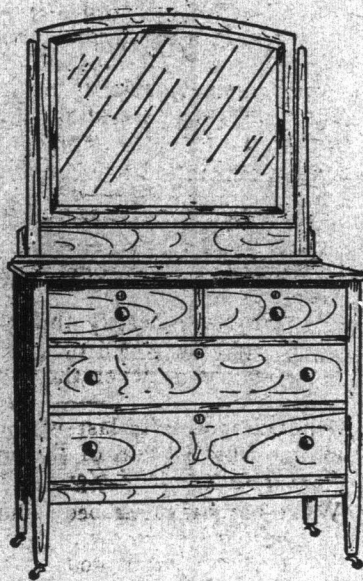
Can't We Have a Personal Talk With You?

There are so many things we want to tell you—and show you we want you to learn all about the inner workings of this great store—we want you to know just why, every reason why, this ought to be your furniture store.

We could tell you all about it here—but the telling would take page after page. The store must be KNOWN to be appreciated, the goods and prices seen and compared, to bring you to a full realization of the store's real, true worth to you. We want you, who have needed things to buy, to come—to know this store, as it really is the money-saving furniture store of Victoria.

Our arrangements, too, will aid you materially in carrying out your every home idea.

Special Values in New Bedroom Furniture



This Handsome 3-Piece Birch Mahogany Bedroom Suite for \$67

We want to call your special attention to this new line of Birch Mahogany Furniture—just received. The line embraces some very attractive styles and shows the very best values we have ever shown in this class of furniture.

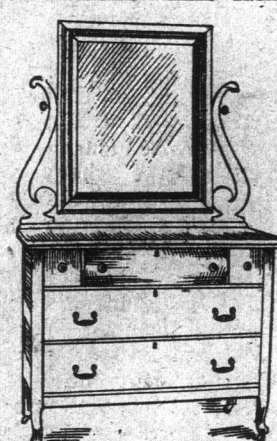
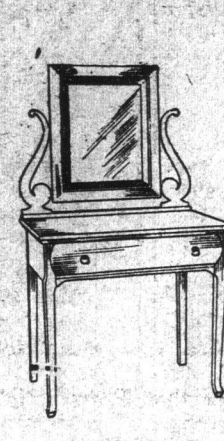
Below is a description of the three pieces offered:

Birch-Mahogany Dresser—Very pretty design and polished finish. Case fitted with two large and two small drawers. Size of top of case 20 x 40, size of British bevel mirror 24 x 20. Price\$38.00

Birch-Mahogany Chiffonier to Match—Case containing five large drawers, size of top 19 x 30, British bevel mirror 18 x 20. Price\$25.00

Birch-Mahogany Dressing Table to Match—Fitted with one large drawer and has large British bevel mirror, size 18 x 20, size of case 19 x 30. Price\$16.00

WE WILL SELL ANY OF THE ABOVE SEPARATELY



This New Birch Mahogany 3 Piece Suite at \$70

The above illustrations give you an idea of the beautiful lines of this 3-piece suite, which arrived Friday. You can have any of the articles separately if you wish.

Handsome Birch-Mahogany Dresser—Highly polished finish, with large and roomy case. Top 20 x 44, containing 2 large, 1 medium and 2 small drawers, fitted with heavy

brass handles. Size of British bevel mirror 24 x 30. Price\$30.00
Mahogany Chiffonier to Match—Containing 4 large drawers and hat cupboard. Size of

top 19 x 32, size of British bevel mirror 18 x 20. Price\$25.00
Mahogany Dressing Table to Match—Case containing one large drawer. Size of top 20 x 32, British bevel mirror 16 x 20. Price\$15.00

Let Us Help You With The Spring Cleaning

Come in tomorrow. Make up your mind to have everything to help you with the spring cleaning. Our store can help you in a dozen different ways. Just come in and see the useful things to make that terrible house cleaning time that you dread, quite an easy matter. The cost is so little that you won't notice it. Let us help you, won't you?

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