

# The Colonist.

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## The Semi-Weekly Colonist

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### THE EVE OF GREAT THINGS

Victoria is on the eve of great things, of a future that will equal the most sanguine expectations of any of us. The strategic value of the port is about to receive most tangible recognition, recognition that will attract the attention of the whole Dominion and of the people beyond the borders of Canada. The time has come when the last murmur of pessimism should be silenced and as a united people we should devote the best energy that is in us to supplement the work to be undertaken by the government. Let us take a brief retrospect.

When we look backward from ten to fifteen years in the history of Victoria, we recall that the community was divided into three classes of people. The majority, who were convinced that the city would never be anything more than it was then, and who were indifferent to all plans for future progress; a minority, who were actively in opposition to every scheme for advancement, and openly discouraged every person who aimed at accomplishing anything for the general benefit; a yet smaller minority who had faith in the city and labored persistently to awaken the people to the necessity for action. A great damper was put upon the expectations cherished by an earlier generation of Victorians, when the Butte Inlet route for the Canadian Pacific was abandoned in favor of that to Burrard Inlet, and it is not at all surprising that many thought the outlook hopeless. There was a brief period of activity after the completion of the Canadian Pacific, but this was terminated abruptly by the smallpox epidemic, and before the citizens had had time to recover from its paralyzing influence, the Point Ellice bridge disaster smote the community and brought it face to face with present sorrow and unknown future liabilities. It is not at all to be wondered at that the future seemed very dark to many of our people. Then came the Kootenay mining excitement followed by the Klondike rush, which combined to divert the attention of our people from the things lying nearest at hand. Vancouver had begun to grow; Seattle forged ahead at a speed that attracted the attention of the world; there seemed to be progress everywhere except in Victoria. Outsiders came to look upon the city as a negligible quantity commercially, industrially and in every other material way. We do not think this picture is overdrawn in the slightest degree. We have no desire to overdraw it for we only wish to let the present population of Victoria see how things were here only a little over a decade ago. When they realize this, they will be better able to appreciate what has been since accomplished, and how full the future is of promise.

Many people will remember the feelings of the citizens when news came that the good ship City of Kingston had been in collision in the harbor of Tacoma and had gone to the bottom never to be raised again. We all had a kindly feeling for the Kingston, for she represented to us the last word in ferry service to the Mainland. When her place was taken by the little Rosalie and the indescribable Utopia, there were many people who thought that, instead of progressing, Victoria had got upon the down grade. These boats gave us connection with the Sound cities; the Charming was often more than sufficient for the Vancouver run. In those days the colonist used to get from the purser of that good ship on their arrival a list of the passengers and consignees, and the two together would take up two or three inches of space, and often less. In those days the E. & N. railway used to run a mixed train each way daily, and the reckless person who ventured to talk about ferries was looked upon as an idle dreamer. We had about a hundred feet of paved sidewalk in the whole city and not a foot of paved street. The tide flats were an evil-smelling place, and traffic across the bridge used to be stopped periodically while repairs were being made. Even so late as the time when the hanging in of the flats began to assume definite shape, the colonist printed a letter from an indignant correspondent protesting against the irreparable damage that would be done to the soap factory and furniture factory situated above the bridge. It is well to think about these things, for they did not happen so very long ago. The recollection of them serves to show by contrast with present conditions what progress Victoria has made.

We may mention as illustrative of the temper of some of our people that time and again during the agitation which the Colonist has maintained in favor of

all-rail connection with the Mainland by way of Seymour Narrows, we have received letter after letter deprecating any such effort and have been assured many times that we are simply wasting energy and misleading the people. Not a few Victorians, both in writing and verbally, endeavored to discourage such efforts, because they said the idea that any other railway than the main line of the Canadian Pacific would be necessary for generations to come was preposterous. Today we venture to believe that not a man in Victoria, with any just appreciation of the trend of present development, doubts that such a connection is only a matter of a very few years.

Less than ten years ago the people of this city began to think very earnestly about what could be done for their own city. The far-away fields had been found to be as green as they appeared, and the people began to realize that progressive effort, like charity, ought to begin at home. Since that time there has been splendid progress. Those whose hopes of the city were based upon its attractiveness as a residential city have seen their fulfillment proceed at a rapid rate and have witnessed the inauguration of plans for far greater development than anyone expected only a very few years ago. Those who believed the city would become a tourist resort have seen this come about, and have also seen the beginning of railway and highway construction that will add immeasurably to its possibilities in that line. Those who hoped to see the city prosper because of the opening of Vancouver Island by railway are in some cases, we are glad to say, even now enjoying the benefit of that prosperity directly, and we all are feeling it to our advantage. Last but not least, those who, conceding all that could be claimed for the city along the lines mentioned above, held fast to the faith that the unrivalled position of the port of Victoria would one day be recognized and the necessary steps would be taken to utilize this great advantage, an advantage of incalculable value not only to the city and to Vancouver Island, but to the whole of Canada, are about to witness the beginning of the projects necessary to bring about that most desirable consummation.

And now, what remains to be done? What else is there that we as a people can do in view of the splendid prospects opening before us? Many things, no doubt; but, first and foremost, we can stand together in an unbroken phalanx and work for everything that is for the city's advantage. The thing that we ought first to do is to show to the government at Ottawa that we are a united people in the matter of harbor improvements. There ought not to be a discordant note. Much will be done for a united people, but even the most friendly administration may hesitate if there is discord among those who are to be benefited by any great public work. This is the first thing to be done: Let us demonstrate that we are as one man in our desire to see a great harbor established here. Let us make it impossible for any critic to say that we are divided upon this vital matter. It is to this point that we feel like asking the attention of the citizens today. Later, when this project has been taken out of the realm of the proposed and has entered upon the period of construction, it will be the duty of the citizens to address themselves to the subject of railway connections.

We are as a city on the eve of great things. The Victoria that is to be will be far different from the Victoria that has been. It will not lose those features that have gained for it the name "Beautiful," but will retain them amplified by works of human ingenuity and good taste. It will retain all its charm as a place to which strangers will come for a holiday, increased manifold by the enlargement of the area in which pleasure-seekers can find enjoyment. It will see the "Treasure Island," of which it will be the distributing centre, developed by modern means of transportation. It will see the great wealth of this marvellously wealthy 16,000 square miles contributing to its material progress in ways that no one can foresee. It will become a great ocean port, one of the greatest of all the ports on the Pacific ocean—that ocean which the wisest statesmen of both hemispheres have foretold will be the scene of the greatest activities of mankind.

### INTERESTING NEWS

Information has been received by the provincial government of the passage of two important orders-in-council at Ottawa. One vests in the province all rights held by the Dominion in the former Songhees Reserve and to the shore thereof. The other vests the control of water-powers within the Railway belt in the provincial government.

The prompt manner in which these two important matters have been disposed of is in striking contrast to the pointless delay which marked transactions between the two governments during the Laurier regime. There is

unfortunately little room for doubt that, however much the former Prime Minister might have been disposed to view favorably representations made to him on behalf of the province, he permitted himself to be influenced by certain persons whose only conception of political sagacity was to thwart as long as they possibly could every attempt made by the provincial authorities to secure recognition of provincial claims. The Borden ministry has been less than three months in power and the number of matters relating to British Columbia that have been brought to a satisfactory conclusion cannot be surpassed by any three years' record of the Laurier ministry. If a similar policy prevails in respect to the rest of Canada the practical gain to the whole Dominion by the change of government will be difficult to estimate.

### DOING THINGS

In common with the other members from British Columbia, Mr. Shepherd seems to have accomplished a good deal during the short time he was at Ottawa. He has succeeded in rectifying one grievance which for some time past has been a source of great heartburning among the residents of the Islands. The C. P. R. has been awarded the mail-carrying contract on that route, and that company is willing to make a schedule which will as nearly as possible meet the needs of the residents. The member for Nanaimo has also been successful in arranging for the establishment of more patrols on the West Coast. At present he is working on a programme of providing life-saving facilities, which, when complete, will make the waters of Vancouver Island among the best protected in the Dominion. For this he will earn the thanks of all shipping interests, and the people of the entire province. It is well to know also that he is keenly interested in the development of Victoria's harbor facilities. In this connection he points out a feature of the proposed work which probably was unnoticed before. That is that the breakwater project will be principally carried out within the limits of his own constituency. In advocating the needs of this port he worked hand in hand with Mr. Barnard, and there can be little doubt that he is entitled to some of the credit. Many other matters of great moment to his constituency are engaging his attention, among them being legislation which will serve to preserve the herring fisheries for people of the white race. The Nanaimo district has in him an earnest advocate, and we believe that the hopes of the people of that constituency will in large measure be realized during the period that he is their representative.

### A NEW COMPLICATION

President Taft has notified Russia that the United States desires to terminate the treaty of 1823 with that country. The treaty is a commercial one and its abrogation will not of itself involve any serious misunderstanding between the two powers although it has been said that in that event the Russian ambassador will leave Washington as a protest, leaving the embassy in charge of a secretary of Legation. This is not quite the same as the breaking off of diplomatic relations, but it is the next thing to it. There is no likelihood of an actual rupture between the two countries and it may be assumed that negotiations for a new treaty will not be long delayed, for it is hardly possible that strained relations between two such powers can be allowed to continue indefinitely.

The disagreement between the two governments arises out of the refusal by Russia to admit American Jews into the country, even when properly vouched for by the government at Washington. It is certainly rather a severe slight to put upon an American citizen that he will not be permitted to enter Russia if he happens to be a Jew. The general opinion at Washington seems to be that if the treaty is abrogated by a simple formal resolution, Russia will not take offence and will be ready to proceed at once with the preliminary steps towards a new agreement, but that the resolution of Senator Selzer, which charges the Tsar's government with a breach of faith, will be very greatly resented at St. Petersburg, though not to the extent of provoking hostilities. It is very probable that a course will be taken by the Senate which will accomplish everything that is desired without giving needless offence to Russia.

In using the expression "National Port" in regard to Victoria, the Colonist has meant to imply a port that would be a national centre of commerce; but it was not in this sense that Mr. Monk, Minister of Public Works, employed it when he spoke of an expenditure of a very large amount of money in establishing "National Ports." He had in mind, and so stated, national ports in the sense in which they were spoken of by the Transportation Commissioners, who visited Victoria in 1905; that is as ports the facilities of which would be owned and maintained by the government, all private property having been acquired by the government by purchase or otherwise. The Commissioners recommended a number of localities on both ocean frontages of Canada where such ports might be established, and Victoria was one of them.

Store  
Open  
Every  
Night  
Till  
Xmas



Come in  
To-  
night  
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See Our  
Win-  
dows  
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Welcome

## EVERY DEPARTMENT Greets You With Christmas Gifts

OUR HOLIDAY SHOW IS NOW READY. Such is the wide range of our assortments that suitable selections may be made therefrom for every member of the family. To make a single illustration, we allude to the custom which is coming into favor of giving young people articles of furniture for their room that are to be their very own and which will be a connecting link when such pieces are some day transferred to the new home—there to be more highly valued because of their association with the old. The question of expense is one that need not be seriously considered, for the ideal gift is to be found here in many attractive forms at surprisingly low prices.

### A Dinner Set for a Xmas Gift Can Be Used on Xmas Day



### SEE THESE SPECIALLY PRICED FOR XMAS ON OUR BALCONY TODAY

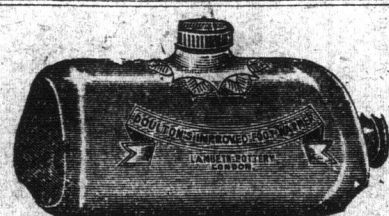
This is a gift the beauty and utility of which is amply demonstrated on your Christmas dinner table. This is a gift that gives pleasure to every individual member of the family and guests. We have a most beautiful assortment of Dinner Sets to choose from. Our selection is unequalled for quality, design and prices. This is a gift that will be appreciated by everyone and a gift that will last for years. You can always get a plate or a cover replaced. We are always willing to oblige. See these sets. Here are some of our Special Christmas Prices—

- 52-Piece Peacock Ophelia Dinner Set—The set consist of 6 Tea Plates, 6 Dinner Plates, 6 Soup Plates, 6 Fruit Saucers, 6 Butter Pads, 1 10in. Platter, 1 14in. Platter, 1 Baker, 2 Covered Dishes, 1 Sauce Boat, 6 Tea Cups and Saucers, 1 Jug, 1 Bowl ..... **\$5.75**
- 57-Piece Dinner Set—The set consists of 6 Bread-and-Butter Plates, 6 Tea Plates, 6 Dinner Plates, 6 Soup Plates, 6 Teas and Saucers, 1 10in. Platter, 2 Covered Dishes, 1 Sauce Boat, 6 Fruit Saucers, 6 Butter Pads, 1 Slop Bowl, 1 Jug ..... **\$6.75**
- 98-Piece Semi-Porcelain Dinner Set—This is a splendid value and an excellent Christmas gift. Here are the pieces included: 2 Covered Vegetable Dishes, 1 dozen Dinner Plates, 1 dozen Breakfast Plates, 1 dozen Tea Plates, 1 dozen Soup Plates, 1 dozen Fruit Saucers, 1 dozen Cups and Saucers, 2 Platters, 1 Open Baker, 1 Gravy Boat, 1 Slop Bowl and Cream Jug, 1 Sauce Tureen. See this one today if you want to get a good Christmas present ..... **\$18.00**
- 113-Piece Austrian China Dinner Set—In dainty rose pattern ..... **\$18.00**
- 98-Piece Semi-Porcelain Dinner Set—Floral pattern of wild rose and green leaves ..... **\$12.50**
- 109-Piece Semi-Porcelain Dinner Set—White and gold heavy gold band ..... **\$25.00**
- 50-Piece Royal Blue Band, With Gold Lines, Dinner Set—The set consists of 6 Tea Plates, 6 Dinner Plates, 6 Soup Plates, 6 Fruit Saucers, 1 10in. Platter, 1 14in. Platter, 6 Tea Cups and Saucers, 2 Covered Dishes, 1 Baker, 6 Butter Pads, 1 Salad Bowl ..... **\$9.50**
- 123-Piece Dinner Set—Fancy Minton pattern, extra large set ..... **\$35.00**
- 113-Piece Austrian China Dinner Set—Dainty floral design, in blue ..... **\$18.00**
- 100-Piece Limoges China Dinner Sets—In 3 different dainty floral patterns. Your choice for ..... **\$25.00**

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Popular Home  
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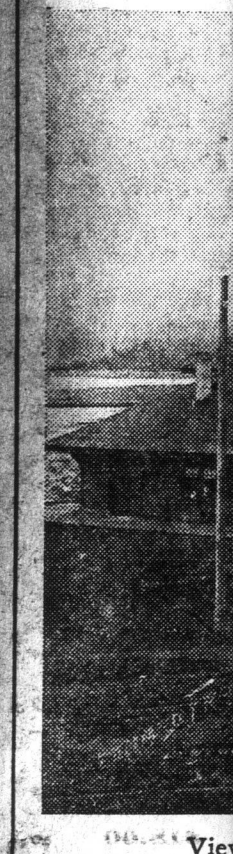
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PORT ALBERNI, B.

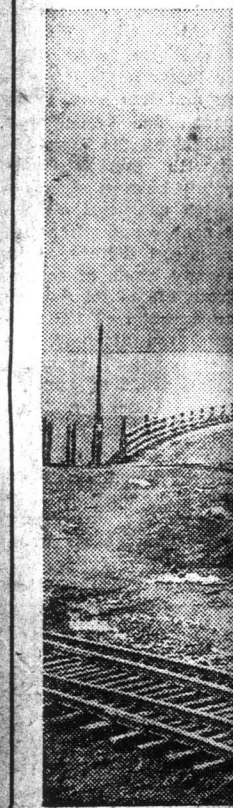
Without any sounding  
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and who lost not a mo  
short stay here in acqu  
by personal observation  
vailing conditions bear  
pany's varied interests

Many thanks  
The vice-president's p  
oose was attached to t  
coach train, well filled



of whom no fewer than  
ed through from Victori  
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guests included Capt. B  
trial; Mr. A. C. Plumer  
Mr. Ernest McCaffrey, o  
Vancouver Island Devel  
and Mr. William Norrie  
members of the officia  
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