

The Colonist.

The Colonist Printing & Publishing Company, Limited Liability. 1211-1213 Broad Street, Victoria, B. C.

The Semi-Weekly Colonist

One Year \$1.00
To the United States \$2.00
Payable in advance.
Sent postpaid to Canada and the United Kingdom.

THE C. N. R.

Everything relating to the Canadian Northern Railway is of great interest to the people of British Columbia, therefore the announcement that the railway company has formed a working agreement with the Cunard line to maintain a trans-Atlantic service in connection with the new transcontinental road will be received with a very great deal of satisfaction. There will be an abundance of business for this railway and all other railways likely to be constructed. Vice-president Bury, of the Canadian Pacific, has recently made a statement in which he pointed out that difficulty would arise from lack of transportation facilities rather than from lack of freight. Commenting upon the inability of existing railways to handle the present grain crop of the west the Toronto Globe says:

These are questions worthy of far more attention than they have yet had from the parliamentarians at Ottawa. In the solution of the problem of transportation in the west is bound up the prosperity of the entire Dominion. Shall we call a halt in the settlement of the west? Or shall we facilitate it by opening and enlarging every available channel for the exportation of western products. It is a momentous choice the nation is called upon to make.

Both Mr. Bury and the Globe are dealing with the question as it exists today, but unless something unforeseen happens there will be available within three years, to relieve the blockade, the Canadian Northern with a transcontinental line of steel, the Grand Trunk Pacific with another, and the Canadian Pacific with a third line to the western seaboard by way of the Crow's Nest Pass. The provision of these transportation facilities must make a very great difference to the west. If the alternatives presented by the Globe were real, we do not suppose there would be a moment's hesitation on the part of the Canadian people as to which line of policy they ought to adopt. But must we face such a choice? Will it be seriously contended that with three lines of railway running to the head of Lake Superior, three lines running to the Atlantic seaboard and four lines running to the western seaboard it will be necessary to call a halt in immigration for fear that the products of the farms cannot find their way to the sea? Within three years there will be ten routes by which the prairie crops can be shipped to salt water, and perhaps an eleventh by way of Hudson's Bay. Before long we shall see another railway besides those mentioned crossing British Columbia from the prairies. We think it absurd to talk about calling a halt in immigration, although we are quite in sympathy with Mr. Bury when he recommends the farmers of the prairie provinces to devote more attention to mixed farming.

MR. OLIVER ASSTAY

Mr. John Oliver told a meeting of Liberals the other night that Mr. McBride had said that the railway being constructed on Vancouver Island by the Canadian Northern would have no grades higher than four-fifths of one percent. Mr. Oliver is at fault either as to his memory or his veracity, and we prefer to suppose it to be the former. Mr. McBride was never guilty of the absurdity of saying that a railway that had not yet been surveyed could cross Vancouver Island on such a grade, and no one, having any knowledge whatever of the country, would venture upon the statement that a railway could be built from Victoria to Barkley Sound on any such grade. Mr. McBride did speak of grades not exceeding four-fifths of one percent, but he was then referring to the mainland division of the Canadian Northern Pacific, on which surveys had at the time proceeded sufficiently far to warrant the assertion made by him.

The former representative of Delta, speaking of railway construction on this island, said that the road was being built by the Canadian Northern Construction Company. To this statement several exceptions can be taken, but perhaps one will be sufficient, namely that there is no Canadian Northern Construction Company. There is a Northern Construction Company, which is doing a part of the railway building on the mainland, but it is not, as Mr. Oliver alleged, a subsidiary concern to the railway company. But that company has not a contract for a single mile of railway on Vancouver Island.

Just what useful purpose is to be served by such misstatements of the facts as Mr. Oliver has made we are at a loss to understand. If he them believing them to be true,

he is exceedingly badly informed. We submit that a gentleman, who fancies himself the leader of a political party might reasonably be expected to be approximately accurate in his statements of supposed fact.

A SIGN OF PROGRESS

There is no better evidence of the progress of British Columbia than the volume of business transacted in the Department of Lands. The growth of this is a surprise to those persons who have had an opportunity of observing it during a number of years. It is very satisfactory also in this connection to be able to speak of the promptness with which the requirements of the public are met by the official staff. Mr. Robert A. Renwick, the Deputy Minister, and the officials generally are on the alert to see that every reasonable requirement in this behalf is fully met. The efficiency of the office is due in a measure, to the business-like methods of the ministers who have been in charge, but the whole tone of a staff takes its tone from its permanent head, and in this respect the Deputy renders very valuable service to the public.

The administration of the Crown Lands of British Columbia, is a very responsible duty, and it is by no means a very easy one. Questions of very considerable difficulty are constantly arising. The position of the Minister is a quasi-judicial one, but it also calls for the exercise of sound business judgment.

TWO RAILWAY BILLS

Two railway bills of local interest were passed by the Railway Committee of the House of Commons yesterday. One of them related to the extension of the E. & N. Railway to Hardy Bay, and the other granted an extension of time to the Vancouver Island and Eastern Railway Company. While there is nothing new in these projects, for notices of the application for the required legislation have already been published, they are among the signs of the times. The plans of the E. & N. Railway Company include construction to the north end of the island, and work is even now progressing with that object. Hardy Bay is a port on the eastern shore of the island directly across from Rupert Arm of Quatsino Sound. It is a fine, spacious harbor, and there is a good deal of land suitable for settlement that will be tributary to a railway terminating there. Such full reference has already been made in these columns to the character of the northern part of Vancouver Island that it is unnecessary to say more upon the subject today. As a seaport Hardy Bay possesses many advantages. It is easy of approach from the north and from the route of trans-Pacific steamships. It can hardly fail to be a point of very considerable importance.

The Vancouver Island and Eastern Railway charter authorizes the construction of a railway from Victoria to Edmonton by way of Butts, Inlet and Yellow Head Pass. A Dominion subsidy of \$5,400 per mile has been given for the 100 miles, from Campbell river on, and there is no doubt that it will be extended to the whole line as soon as construction has been undertaken and the aid is required. This railway would utilize the Seymour Narrows bridge, whenever that structure has been built.

CIGARETTE SMOKING

A number of ladies waited upon Mr. Borden asking for legislation to prevent the manufacture and sale of cigarettes. The Prime Minister promised to take the matter under consideration. It seems to be generally admitted that cigarette smoking is injurious to young people, and if it could be prevented by legislation, we would like to see the necessary laws placed upon the statute book; but we fear that as long as tobacco is sold, people, young or old, who desire to smoke cigarettes will do so. This campaign against cigarette smoking begins in the wrong place. It ought to begin at home. St. Paul somewhere says that "the law is a schoolmaster," but we have no authority for saying that the law is a parent. If, madam, you do not wish your boy, and unfortunately it seems to be necessary also to say your girl, to become addicted to cigarette smoking, do not go to Parliament in the first instance for help, but establish your indifference with your young people, so that they will accept your advice. We do not think that legislative efforts to check cigarette smoking have been so successful elsewhere as to encourage very much the adoption of such a policy in the Dominion. May we be permitted to add that, since women have identified themselves with work for moral reform, there has been a disposition to expect too much from the enactment of statutes, and that some signs of neglect to make use of personal influence in that direction are observable.

"Dreamland" is the Ottawa Journal's new name for the senate.

Nanaimo wants a registry office. The request does not seem to us to be an unreasonable one.

Torontonians are proud. They have been paying 60 cents a dozen for eggs. They are yet 15 cents short of Victoria's top price for the year.

A Senate Committee is going to investigate what Canada has gained or lost by the rejection of reciprocity. The venerable occupants of the red chamber have awakened from their slumbers.

The centennial of the birth of Charles Dickens was made the occasion of an appeal to the public for aid for his grandchildren. And yet Dickens left an estate of nearly half a million dollars.

Italy and Turkey are supposed to be carrying on a war in Tripoli, but neither side is making much headway. It is of course the policy of Turkey to play a waiting game. The desert fights for the forces of the Sultan.

If half what is promised is forthcoming in the trials of the dynamite conspirators in the United States, the public will have sufficient sensations during the coming spring and summer to keep up the interest. There seems to be no doubt whatever that a widespread and infamous conspiracy existed.

The American Trust Society, first organized, protests against the adoption of the proposed arbitration treaties because it will lead towards "a reunion of Great Britain and America," and be "a menace to American free institutions." To talk about protecting American free institutions is like locking the stable after the horse has been stolen.

The Winnipeg Telegram is responsible for the statement that as soon as spring opens there will be needed 60,000 men for work on railway construction, divided as follows:

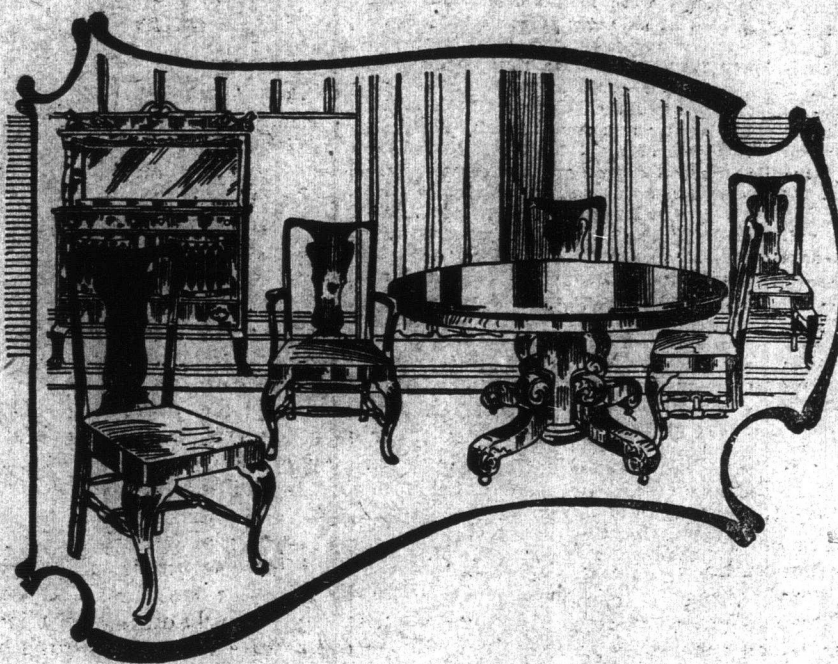
C. P. R. 20,000
C. N. R. 15,000
G. T. P. 15,000
Hudson Bay Ry. 10,000

The Telegram further estimates that there will be \$30,000,000 expended on railway construction in Canada this year.

Replying to numerous inquiries as to the plans for the utilization of the Songhees reserve for railway terminal purposes and the route by which the Canadian Northern will enter Victoria, we may say that our information is to the effect that no decision has yet been reached on either of these points. It is quite a mistake for any one to suppose, as has been suggested in a contemporary, that information on the subject is in the possession of any one, for the very simple reason that there is no such information. When a decision has been reached it will be promptly made public.

The decision of the Canadian Pacific to use oil-burning locomotives in this province is of interest from the following: when we take from the Ottawa Journal: "Dr. Fernow, dean of the Faculty of Forestry in Toronto University, at present attending the Forestry Convention in this city, urges oil as a fuel for Canadian locomotives, in districts where there is danger of forest fires from locomotive sparks. That many forest fires have been traced to locomotives, is a matter of record; that many fires whose cause is unknown, arise from this same source, is just as little doubted. In the Adirondacks, in a heavily timbered section of exceedingly valuable trees there ran a railway of 100 miles, according to a recent New York state report. Fires in that timber were constant; the cause of them were seldom traced. Some years ago the railway adopted oil as a fuel. The forest fires in that section practically stopped. The Adirondack case is worth bearing in mind in Canada. Could not the Railway Commission persuade the big railways to make really thorough experiments as to whether oil can not be generally used as a locomotive fuel?" We hope all the railway companies in British Columbia will follow the example of the pioneer line.

There is a word that is being very much overworked nowadays. It got the Laurier government into some litigation with the Grand Trunk Pacific that will cost Canada some \$10,000,000. Our friends over in the legislature use it. We hear it daily in conversation. It is the word "implement," that is the verb, not the noun. It is often used as if it was synonymous with "supplement," that is, as if it meant something in addition to something else, but this is not its meaning. It really means to satisfy conditions or a contract or a policy, or to complete a policy by action, or to provide means for accomplishing something. According to the contention of the Laurier government the word "implement" used in a contract with the Canadian Pacific, meant the same as "supplement." The railway company contended that it meant what the dictionary says it means, and the Judicial Committee of the Privy Council has held that the company was right. The moral seems to be that it is better not to work a good word to death. A second moral is that it is well in framing legislation to say just what you mean and not employ words about whose meaning there may be a misapprehension. If the draftsman of the G. T. P. agreement had said specifically what he intended by the word "implement" it would have made all the difference in the world.



We Stand on the Foundation Stone of
**STYLE
QUALITY
AND
PRICE**

We've been looking for you for quite a long while. You tarried long, but are here at last, and we bid you welcome. Perhaps you do not come to this store at first—you think you can do better elsewhere. YOU CANNOT. It takes some people a long time to find out where to get the best value for their money, others don't take so long. You can't go wrong dealing at our store. IT IS THE STORE THAT SAVES YOU MONEY, when you get the highest quality at the lowest prices. You are getting real true bargains, bargains that last for years. We buy in such large quantities and have studied your wants for so many years, that we are bound to be able to do the very best in quality and price for you. We pride ourselves upon the fact that our customers are permanent ones, and that we have their friendship and confidence by continual square dealing and liberal treatment in every way. We sell only goods that are worth buying and satisfy our customers.

A Good Starter for Early Shoppers
Tomorrow Morning

20 Doz. Pieces of Famous Self Colored Carlton Ware

This high-grade English ware is finished in all-over Colored Glazes of Salmon Pink, Celeste Blue and Sage Green. The remainder of this stock consists principally of small Tea Plates, but there are also a few dozen Cups and Saucers, Platters and Bowls.

**TOMORROW MORNING OUR PRICE 75c
FOR ANY HALF DOZEN PIECES....**



THE WIRE PLATE HANGERS YOU WANT HAVE ARRIVED
AND ARE ONLY 10c EACH

A Very Large Shipment of Squares Just Arrived
SPLENDID LOW PRICED TAPESTRY SQUARES

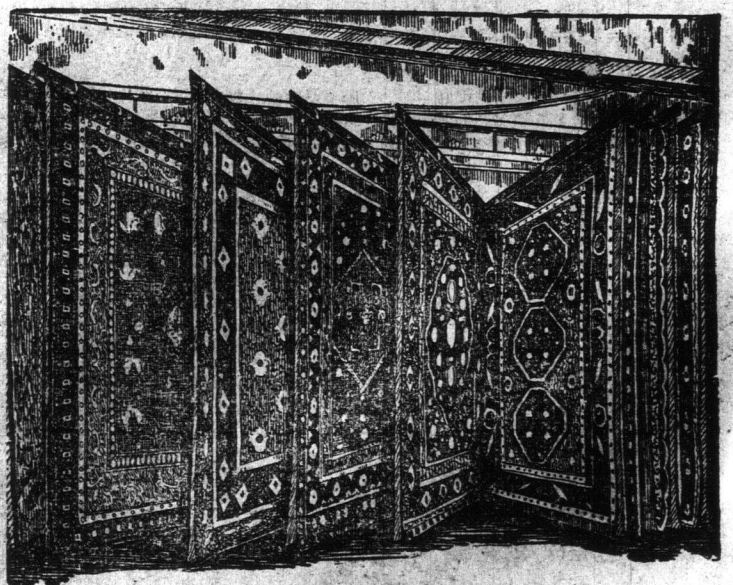
Bright and Cheerful "Efforts" Desirable for Bedroom, Living-room, Dining-room

Among the hundreds of Squares just arrived there are no low-priced styles that can excel these Tapestry Squares, and just because they are low-priced don't imagine they are lacking style. Far from it—they combine abundant style and excellent quality with easy prices—just the sort of square you are looking for. We have a full range of sizes in these. They come in bright and cheerful floral and Oriental designs—nice colorings. The quality is splendid, and you'll find these Squares will give excellent satisfaction.

If you want a good, hard-wearing, inexpensive floor covering for the bedroom, living-room or dining-room, try one of these:

Size 6ft. 9in. x 9ft. \$8.50
Size 9ft. x 9ft. \$10.50
Size 9ft. x 10ft. 6in. \$11.50
Size 9ft. x 12ft. \$15.00
Size 12ft. x 16ft. 6in. \$24.00
Size 10ft. x 13ft. 6in. \$16.00
Size 10ft. x 13ft. 6in. \$25.00
and \$17.00

Lots of New Ones Are Being Opened Up for You Tomorrow



THE STORE THAT SAVES YOU MONEY

Victoria's
Popular
Home
Furnishers

WEILER BROS

We Slice the
Price, Not the
Quality