

The Colonist.

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THE SEMI-WEEKLY COLONIST

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TERMINAL FACILITIES

The railway development of Vancouver Island being now assured, and it being no longer a question of doubt that the island railway systems will be connected with the Mainland lines by car-ferries of the most approved kind, it seems as if the question that ought now to occupy our attention as citizens of Victoria is: What are the best means of providing here those terminal facilities, which are essential to the full utilization of the advantages of this port in a geographical point of view? We submit that this is a matter calling for immediate consideration. What we need to provide is that rail and ocean carriers may be able to meet at our docks. In discussing this case we must think broadly, for it is a Greater Victoria for which we must plan. It may be that we can provide in or in the immediate vicinity of Victoria city all the facilities required; it may be that we may have to go further afield. It is possible that in the carrying out of any plans important changes will have to be made in the character of certain parts of the city. Victoria cannot become a great seaport and yet remain residential everywhere. Fortunately there is so great an available area of well situated land that, no matter what is done in the way of developing harbor facilities, there will always be room enough for hundreds upon hundreds of suburban homes, so that no matter however much we may advance in a commercial way, Victoria may always retain its charm as a residential city.

There are several points where rails may be brought to ocean docks. On both sides of the harbor of Victoria there are places where ships could dock so as to receive and discharge car freight directly in connection with railways. The Outer Wharves are only two of many that might be built along the shore line, and with a breakwater to Brochies Ledge, a floating anchored breakwater might be used. This is a structure made of a chain of chambers, constructed of ferro-concrete, attached to each other and floating just a little above the surface. They are in use in some places, and have been found very effective for the purpose for which they are intended, namely to act simply as breakwaters. They are of course not suitable for wharves, not being designed to carry any weight. If one row of these chambers is insufficient to break the force of the waves, a second row can be placed in position. The cost is said to be very small compared to that of a breakwater built up from the bottom, and to arrest the force of the waves such a floating structure would probably serve every purpose. This would make it possible to construct piers along the shore, but the contemplated berths for ships between the shore and the Ledge would not be possible. Perhaps in view of the moderate cost of such a structure, it might meet the needs of the situation until the business of the port demanded the additional accommodation that would be furnished by the berths last mentioned.

Granting that the necessary accommodation can be provided at the Outer Harbor on the east of the entrance, the question arises: How shall the railways be brought to the wharves? Three ways suggest themselves. One is, by a railway line crossing the city, say by way of Cook street, and following the shore line. Another would be to follow the eastern side of the harbor, and cross James Bay immediately west of the Causeway. Yet another is to bridge the harbor at Laurel Point. We are not going to make an argument for either of these routes, and are only mentioning the facts of the case as they are. It would be possible to bring in a railway by way of Oak Bay and along the whole shore line of the Strait, but we suppose this would be too roundabout to be considered. Whatever route should be chosen, it is clear that if rails are to be brought to the ships at the east side of the entrance to the harbor the whole character of the western part of the James Bay district would be altered.

On the west side of the harbor, from Macaulay Point, which is directly across from the Outer wharves, to a point a little northwest of Brackman-Ker's wharf the distance is approximately 4,000 feet. Presumably by dredging out West Bay a broad berth could be provided there 500 feet at least on each side. In other words fully a mile of dockage could be provided on the west side of the harbor without coming anywhere near the Englishes

Reserve. Except at the very outer point this dockage would be safe from the heavy swells without any artificial protection. It could be reached either by a railway coming in from the west that is from the direction of Esquimalt, or by a line that would follow along the waterfront of the Inner Harbor and the Arm. This dockage would necessitate the removal of the Barracks from Work Point, and would materially affect certain properties that have hitherto been looked upon as valuable for residential purposes, as well as deprive them of the advantage of waterfrontage. The Barracks Ground would be a very excellent site for railway workshops.

We shall not consider any other possible places where connection can be made between ships and the rails. What has been said will show that, if this is to be accomplished at the harbor of Victoria proper, the observation made in the first paragraph as to the changes which will be necessitated thereby will be very serious. We shall let the question rest at this point for the present, only adding that in our humble judgment there is no time to be lost in deciding what is best to be done. It may be assumed perhaps that the location of the Victoria end of the C. N. R. will be influenced not a little by what may be feasible in this direction.

THE IMPERIAL CONFERENCE.

The London Daily Telegraph fears that "Canada is slipping away from us" because no suggestions have been made of questions to be discussed at the forthcoming Imperial Conference. There are in Canada a good many newspapers that take a very active part in the discussion of Imperial questions, and they are a unit in desiring to promote the solidarity of the Empire; yet we do not at this moment recall in any one of them a suggestion of subjects proper to be discussed at the Conference, save and except that of naturalization, which it is understood will come up. We think the general view in Canada is that it is the United Kingdom's move. There are a few over-enthusiastic but well-meaning people in the Dominion, who feel quite able to make a Constitution for the Empire on demand; but most of us are of the opinion that things are going along very well as they are, and that it is just as well to wait until the home government has something to propose. This does not argue that any "slipping away" is in progress, but only that there is in Canada a feeling of profound contentment with things as they are, and a readiness to await what the future may have in store.

Newspapers like the Telegraph make the mistake in approaching matters relating to the Imperial relation by assuming that something must be done to keep the Empire from falling asunder. When this idea gets into a man's mind he very naturally is on the alert to discover how to prevent the catastrophe. But there is less danger now of such a thing than ever. There never was a time in the history of Canada when the feeling of the people towards the Mother Country was warmer or rested upon a surer foundation than now. We sometimes hear the fidelity of our Loyalist forefathers extolled, and very properly so, but it was to a large extent the loyalty of dependents. Their eyes were ever turned across the sea; they had not learned that the country to which they had come had within itself all the possibilities of national greatness. They were prepared to fight for British connection and they cherished the flag and all for which it stood. They were, indeed, inclined to accept what Britain did as right simply because Britain did it. "Their's not to make reply; their's not to reason why," What Britain said they were prepared to do. A more restless spirit developed later, but in time that passed away, and today the feeling of Canadians towards the United Kingdom is one of sympathy, esteem and affection between equals. Canadians of today appreciate British institutions, British traditions and British connection more highly than ever they did, and their appreciation is none the less valuable, it is none the less potent a factor in Imperial unification, because it is given freely without expectation of reward, but coupled with a readiness to share in Imperial responsibilities. If the Telegraph will follow this line of thought, instead of conjuring up bogey-men to frighten the British electors, it will do the Empire a real service. If it continues to talk about Canada slipping away from the Empire it will be likely to begot the very danger that it seems to be anxious to avoid.

The Cariboo Observer says: "It has become almost the prevailing custom in Quesset to commence any meeting that may be called anywhere from half an hour to three-quarters of an hour late. In as much as the citizens so anticipate, they delay attendance until long after the schedule time of meeting. It has almost become a habit and one that is pernicious not only to the course of business, but to the character

of the individuals." We know another place, that thinks itself very much of a city, to which these observations apply quite as well as "to the only city in Northern B. C."

A telegram suggests that Japan may join with Russia in putting coercion upon China. The suggestion that Russia may need help in a war with China is rather startling. If it is true that the Mikado's government proposes to take a hand in things, it is not to help the Czar's government, but to help itself to a slice of Chinese territory.

In the course of the debate on reciprocity Mr. Paterson, Minister of Customs, said: "One objection put forward was that the arrangements should not have been gone into at all without consulting the people. That was impossible. The people themselves would have an opportunity of passing upon it, and that at no very late date. He expected the judgment would be favorable. If the Conservatives were returned to power they would have an opportunity of bringing in a measure of repeal." We do not interpret this as meaning that an election will be held this year. Next year is sufficiently near to justify the use of the expression "at no very late date."

The Toronto World tells us that "the platform of the new party is growing." It has three planks now, none of which are new. One of them is: "A Canadian nationality within the Empire, with complete tariff independence of the United States." We did not suppose it was necessary to have a new party to advance this idea. Even Mr. Fielding will admit that it is desirable that Canada should have complete tariff independence of the United States. The second plank is "National ownership of some national regulation of all public service corporations." We were under the impression that we had this already in Canada. The third is "conservation of all national resources for the nation." We had hitherto thought that all parties in Canada were agreed on this point.

The following is an extract from the Conservative Ottawa Citizen: "In 1884 it was freely alleged that Lord Elgin and his colleagues floated the reciprocity treaty through on champagne. Mr. John W. Foster in his work on American Diplomacy devotes considerable space to refuting this story. Even after this lapse of time it is interesting to learn, particularly in view of the part that the British government is supposed to have played in the present agreement, that President Pierce and Secretary of State Marcy were accused of having been 'bought with British gold.' Evidently the opponents of reciprocity half a century ago used pretty much the same arguments as are heard to-day in some quarters." There never was a time when it was not the practice to charge the other fellow with all manner of dishonorable things. That's about the only line of "argument" open to some people.

WAR ON OPIUM

Secret Agents of U.S. Customs Report Seizure of Smuggled Good to Value of \$100,000

WASHINGTON, Feb. 20.—With a record of more than fifty raids and the seizure of smuggled opium having a commercial value of \$100,000 since the nation-wide campaign against the illegal traffic of the drug began a few weeks ago, secret agents of the customs service have reported that their work is about finished. They found that practically all the opium smuggled into the United States comes from Canada, Mexico or from the Orient, through the Puget Sound territory.

President Taft and Secretary McVeigh are personally interested in having the traffic suppressed and a large force has been engaged in the work. The opium seized will be sold at public auction and only to recognized drug dealers.

Local Option at Olympia.

OLYMPIA, Feb. 20.—The senate passed the county unit local option bill today by a vote of 24 to 16. The bill exempts cities of the first class and prevents the holding of elections for two years in units that have already voted. It limits the amount of liquor a man may carry into dry territory to one quart of whisky and one case of beer, and provides stringent penalties for offenders.

Bank Official's Forgeries

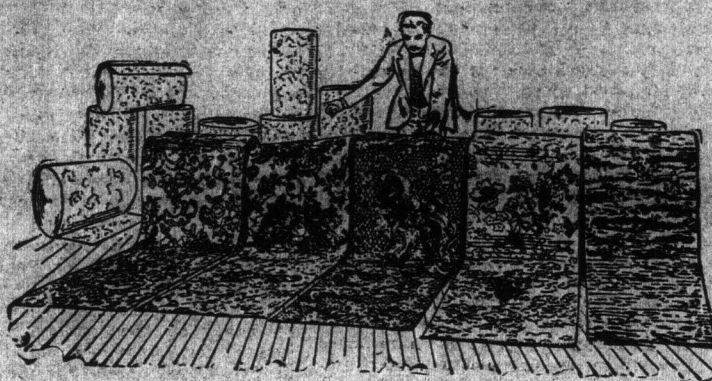
NEW YORK, Feb. 20.—Charles A. Belling, the former third vice-president of the Bronx National Bank, pleaded guilty today to forgery on an indictment charging him with having falsified certificates of the bank's stock and obtaining a loan of \$3,000 from the Knickerbocker Trust company. It is alleged that he forged about \$35,000 worth of stock.

To Stop Obstruction

WASHINGTON, Feb. 20.—Filibustering in the lower branch of Congress in this session became a thing of the past today, when the House voted by a large majority for the rule which, when invoked by a two-thirds vote as to any pending measure, forthwith reduces the time of debate to forty minutes and cuts off all amendments.

Mrs. F. H. Hall, Jr. of Victoria, is the guest of friends in Cumberland

This Is Our Banner Season in the Carpet Business



For comprehensiveness, beauty and variety, our stock cannot be equalled; our position in this business enables us to buy from the foremost makers in the world on the most favorable terms. Our constant endeavor is to secure for you the best possible value for your money. This policy accounts for our premier position in House Furnishings.

Body Brussels

The name of this famous weave of carpets is synonymous with a good hard-wearing, durable floor covering, and is probably the most widely known and most appreciated carpet made. We have just received an immense addition to our already large stock of this carpet. We have a large range of two-tones, Greens and small designs, so much in demand for the modern furnishing of offices, dens, bedrooms, etc., also in great variety floral and Oriental designs more suitable for drawing-rooms, dining-rooms, sitting-rooms and halls.

Priced at \$1.90, \$1.75, \$1.60, \$1.50, \$1.35, \$1.25 per yard.

These Prices Are for Carpets Made and Laid by Us

Axminster Carpets

This is a weave of carpet with a very heavy pile, and which is unsurpassed for luxury of effect and elegant shading of color. The new shipment which has just come to hand is what will delight you—we want you to see the Brussels Carpets. Come today and have the first choice and let us get started to make you the most magnificent carpet that money can buy. Our prices are, as usual, reasonable.

Axminster Carpets, per yard, \$3.50, \$3.00, \$2.75, \$2.50, \$2.25 and \$1.90

These Prices Are for Carpets Made and Laid by Us

Wilton Carpets

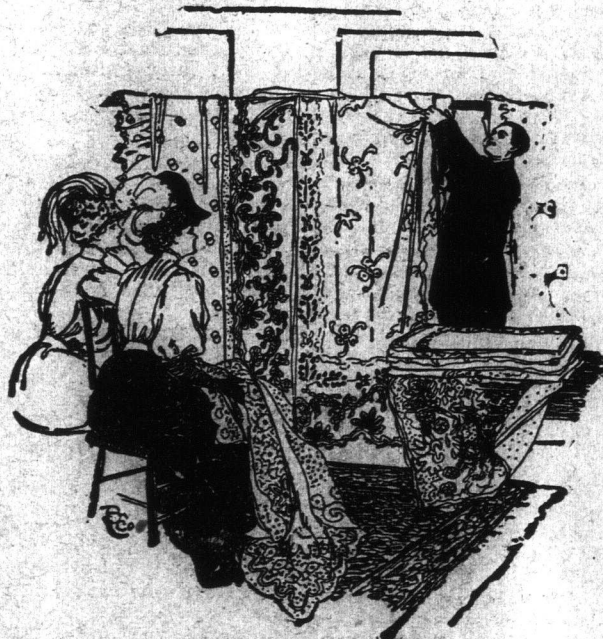
The Wilton is similar in construction to a Brussels Carpet, with the rich effect of the Axminster. It is unsurpassed for durability. The first cost of these Wiltons is heavier than other makes, but they prove cheapest in the end. By getting a Wilton Carpet it is money saved—this carpet will last you a lifetime (with care). If you are after a bargain, the Wilton will prove a good one. You may think it costs you a lot of money today, but you will find it the cheapest in years from now. Get quality goods, something substantial, everlasting, a pleasure in the home, admired by all. Something worth looking after. See these today by all means.

Wilton Carpets, per yard, \$2.75, \$2.50, \$2.25 and \$1.90

These Prices Are for Carpets Made and Laid by Us

See the New Spring Curtains and Drapery Materials

See the Display of
FIRE GOODS
in
Our Government St. Windows



See the Display of
FIRE GOODS
in
Our Government St. Windows

The new curtains and drapery materials are to be found in great variety on our second floor. When looking over the new carpet arrivals don't fail to see these new curtains—they have got to be seen to be appreciated. The beautiful new designs, especially the floral, we would ask you to pay special attention to. It is impossible for you to find a wider variety to choose from. Our second floor, with all its new goods, gives it a Spring-like appearance. We drape the curtains, to give you an idea how they will look in your own home. The dainty new cretonnes which we are now unpacking are the very latest and the assortments of patterns and the best quality make these unbeatable. Do not delay in coming and making your choice of the beautiful curtains and draperies. Now is the time to get busy, when the variety is at its best and the prices are unquestionably reasonable. Come today.

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WEILER BROS

The Quality Store

VICTIM OF ST. DENIS

Body of Chinese Lifebuoy of L Found in Hecate Straits News by S.S. A

The body of one of the wreck of the steamer which foundered after December for Salina heavy cargo of coal, a ashore on Aristable straits, attached to a name of the ill-fate according to advices. Amur yesterday morning fully clothed was found, consisting of a broken of Aristable island. It was an engineer's and engineer's papers cipherable, in it. T who were cruising in sighted a lifebuoy and up, found the body of a man. The body was towed to a small boat nearby was found and they buried it on the northern island with the name of the ing plain was taken to turned over to Mr. place.

Wreck of V The St. Denis was a ter leaving the strait gale and wreckage was on December 10th last consisting of a broken the davit attached, p galley and oars and li buoy was found some to the outer wharf. current drifts floatam it is probable that a southeast gale ragged bound, as soon as the ed Queen Charlotte into heavy weather, a ing Hecate strait met which swept big seas of bound she ran agaln in er and reached port owing to heavy weath er will leave again north.

Fifty passengers south, the majority de couvey. There was a eluding ten tons of the whaling station a Kunghit island, 450 c and 20 tons of cargo f pert. The Amur carrie lumber to Prince Rupert Charlotte city.

IMPORTANT BILL

(Continued from and bylaws since vote up to \$14,780,235. Whi large debt, being almos the whole province, th against it large assets public works. One of waterworks system whi ply that for quantity a not be equalled on the had also city parks an which much money had ing to some oversight the government of the found necessary to pu of these parks, but th count them among th tion to these they had as First Beach, where t feet of most valuable v city parks they had sp 400. The city had spe date \$1,220,713, and th hand \$771,294 to com building, making an that source alone of. They had also spent a grounds for publi with furniture and bui date \$2,219,069.68. Th \$327,637 on the upkee ing 1910, including n these figures went to city had a large debt, assets. At this momen 10,000 children attend schools. Building per city during 1910 amo 365, and these did not Hastings townsite or there was \$4,000,000 m "I think from these dall concluded, "that rather than constantly tions necessitate con conditions in our city to meet these condit asks for these amend corporation Act, 1900.

"He then described the bill in details, as the most important, was to give the vote d who were owners of a past only single wom loved to exercise this of the bill was taken and Hastings Towns ously had been pract land," without any pr other conveniences. T need some further and he would move in con The bill passed second Fire Insurance Hon. Mr. Bowser mo the Fire Insurance Act he wished to amend not come into effect 1911. In explaining th been represented to hi of municipalities whic