The Colonist.

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BRITISH COLUMBIA'S CASE.

A special despatch from London announces that Premier McBride has had several interviews with the Secretary of State for the Colonies, the Under-Secretary and the Permanent Secretary, and has been afforded every opportunity to place the case of British Columbia for exceptional treatment fully before that department of His Majesty's government. Sir Wilfrid Laurier has presented the Dominion side of the case, and the whole subject is now under detailed examination.

We are not advised as to how the matter is regarded by the Colonial Office, but we take occasion to point out that the claim made by the Opposition press, that Mr. McBride would have no standing whatever in London, has already been shown to be without foundation. It would be very unreasonable to expect any forecast of the decision of the Colonial Office, but it is satisfactory to know that the case has been taken out of politics and reached a quarter where there can at least be no suspicion of local prejudice. While Mr. McBride did not succeed at Ottawa in getting the case before a tribunal composed of a representative of the Dominion, one of the Colonial Office and one of the province, it has as a matter of fact reached that stage. Sir Wilfrid represents the Dominion; Mr. McBride represents the province and the Colonial Office is acting as a quasi umpire. The result of the inquiry can only be in the nature of a recommendation, but it will doubtless be acceptable to both parties, as it will pave the way for an amicable settlement. Mr. McBride is to be congratulated upon the success which he has so far enjoyed.

In view of the dispatch referred to the observations of the Times last evening as to "the farce" of placing British Columbia's claims at the "foot of the throne," and its allusion the other day to the probability of Mr. McBride receiving a kick from His Majesty when he presented his petition make odd reading. They serve, however, to illustrate how utterly out of touch with the ordinary affairs of mankind our evening contemporary is. We shall confidently expect it to denounce roundly Sir Wilfrid Laurier for taking part in such "a farce."

POLITICAL CRITICISM

Several Liberals are very displeased because the Colonist said that the nett result of the Liberal regime, so far as Victoria is concerned is Senator Riley and Minister Templeman. We are told that this is a bitter attack upon those gentlemen. We are unable to see wherein the bitterness lies. It is pointed out that the dredge pumped some mud up to the James Bay flats. This will hardly be called such a wonderful performance that all criticism ought to be hushed. But we have no desire to be misunderstood in this matter. The Colonist has expressly said that in the matter of ordinary appropriations, that is in the ordinary routine of administration, Victoria has been very well looked after, as well as, but we do not believe any better than, it would have been if the city had been represented by a Conservative member, ever since 1896. If this is not the case, we shall be very glad to have the supporters of Mr. Templeman point out which one of the appropriations for expenditure in this city would not have been made, if we had not elected Mr. Riley and after him Mr. Templeman. Let us get out of the cloud of guess work and generalities and down to sober facts. What did either Mr. Riley or Mr. Templeman secure for the city, which would have been refused by the Dominion government, if we had elected a Conservative at the last three elections? If we knew the answer to this question, we would be able to get at the value of the service of these gentlemen to the constituency. We do not believe that Mr. Templeman, for as Mr. Riley has now been made a Senator, we do not propose to make any special references to him, except in so far as a review of political conditions renders necessary, we say we do not believe that Mr. Templeman himself will claim that the services of the King Edward are to be regarded as constituting a great party accomplishment. We believe he will agree with us that this expenditure, valuable as it was to the city, was something to which we were entitled in the ordinary course of routine administration of the Public Works department.

The complaint, which the Colonist has made and will continue to make, concerning the manner in which this city and this Island is represented at Ottawa is that, although the Liberal Party has been in control of the affairs of Canada for more than ten years, not one Liberal representative of the constituencies upon this Island has taken a single step towards making the rest of Canada know what our great resources are, what projects are needed for the development of the Island, or what advantages the development of the Island in its connection with the Mainland would be to Canada as a whole. We say that this state of things is without parallel in any part of Canada. We say it is the duty of our representatives in the House of Commons to seize every occasion that presents itself, and if none presents itself to create opportunities, for making known the things spoken of above. It is because this neglect stands out so boldly upon the face of the records of Parliament that what we have said seems so bitter to some Liberals. We say it is a most regrettable thing that, at a time when the attention of the whole world is directed to Canada, not a man in a representative position has had the inclination to say one word in regard to this city and this Island. We repeat that as to mere matters of routine we have found no fault and propose to find none; but this is a time in the history of Canada when a constituency cannot be expected to be satisfied with mere routine appropriations. Every constituency, and especially those situated as are Victoria and the other Island constituencies, are looking forward to share in the great things to be accomplished in Canada during the next few years, yet absolutely nothing is being done for us. This is what we complain of, and it is because the complaint is so absolutely well-founded that our criticism hurts. Edmonton, Fort Churchill, Sydney, the far-off coast of Labrador, the wilderness of New Ontario and the Quebec hinterland, New Brunswick with its gridiron of railways, Nova Scotia with its many harbors, every part of Canada, in fact, except our own, has had its spokesmen in the House of Commons, has had its representative point out its advantages and its claims, so that the whole world has been talking about the country and what it offers in the way of opportunities for investment and development. We pick up British and United States papers and read of the things which are claimed for every part of the Dominion except that in which we are most deeply interested, and we ask ourselves what the reason is. We think we find in it the fact that their public men are not tongue-tied, that they are not afraid to press upon the government of the day what their constituents regard as the just claims of the several localities, while ours are conspicuous by their silence. This is the criticism that we make of our representatives at Ottawa. Is it not a just one? Can any reasonable man say that it is not a proper one? Victoria has a new senator; Victoria is represented in the House of Commons by a minister; but beyond these things and certain routine expenditures, this constituency has nothing to show for the fact that it has given its hearty support to the administration of Sir Wilfrid Laurier, save and except the report of the Royal Commission on Transportation, which remains pigeon-holed in the public department, although it furnishes material upon which a very strong case can be made out for Victoria and Vancouver Island.

METHODISTS IN POLITICS

The Methodist Conference of British Columbia has passed a resolution urging the members of that church to take greater interest in politics. Good for the Conference! There are certain very amiable people, who think they would soil the edges of their souls if they went to a political convention. The members of the Conference think otherwise, and the members of the Conference are wholly and absolutely right. The duty of every man, who professes to be a Christian, is to let his light shine before men, and we do not know of any place where it could shine to better advantage than in political gatherings. The Conference does not suggest that Methodists should go into politics as Methodists, but as citizens. We do not want our churches, as such, to interfere in public affairs, but it is of the greatest importance that the members of churches should do so individually, each working with the political party whose views most commend themselves to his best judgment.

The Conference has set an excellent example, one which will, we hope, be followed by the governing bodies of other denominations. Nothing is more evident than that politics in Canada must be got upon a higher plane, and the only way in which this can be done is for men, who profess to order their lives according to high principles, to take part in all the work of political life. It is rank folly to allow the choice of candidates to be determined by ways "that are dark and tricks that are (not always) vain." Good men must take their share of the labor at that end of the business, for after nominations are over, it is too late to accomplish much in the way of improving conditions. We congratulate the Methodist Conference upon its new departure.

THE "ALL RED" LINE

The proposed fast steamship line between the different parts of the Empire is attracting a great deal of attention. The latest advocate of it is the London Times, which regards it as a matter of "high policy." The Daily News seems to be the only paper of prominence which has spoken against it, and that paper sees in it a departure from the principles of free trade. We find great difficulty in finding out how such a conclusion is reached. As we have hitherto understood free trade, it was something for the benefit of the people of the United Kingdom, the idea being that by opening the markets of that country to the products of all the world on equal terms, the cost of articles not produced in the United Kingdom would be reduced to the lowest possible figure. In other words the British people would be able to buy in the cheapest markets. In favor of this many things can be said. The only effect, which the proposed steamship subsidies could have, would be to enable the products of the British Empire to compete on more favorable terms with those of other countries, which would be an advantage to the people of the United Kingdom, although perhaps not to the producers in foreign countries. It never has been held, so far as we know, that free trade was intended for the benefit of foreign countries. Therefore to us the attitude of the Daily News seems absurd.

In all parts of the United Kingdom the proposal is attracting great attention. Some one has started a cry that all the cost will have to be borne by the British taxpayers. We fancy that this will easily be answered, and we assume that the members of the Conference have placed the British government in a position to disabuse the mind of the House of Commons upon that point. The following which is an extract from the Montreal Witness is very interesting in this connection:

Mr. Walter Illingworth, of the Woodlands, Blackburn, England, who is staying at the Place Viger Hotel, was a visitor at the railway offices this morning arranging with the officials of various companies for canoe and pack-horse trips that will take him through the length and breadth of Canada. Mr. Illingworth has a party of ladies and gentlemen with him, and is making the most elaborate arrangements not only to ensure an enjoyable holiday, but also to make himself thoroughly acquainted with the geography, resources and potentialities of the Dominion.

Mr. Illingworth's trip, which will occupy probably the whole of the summer season, has a much greater significance than that of the ordinary tourist, for he is one of the large capitalists behind the new all-red steamship line between England, Canada and Australia, about which so much has been heard lately. This line of fast steamships Mr. Illingworth has little doubt will soon be established, for the capital has already been subscribed, Lord Strathcona himself being interested, it is said, to the extent of half a million dollars. It is further stated that while all the railways will be treated on an equal footing, the new steamship line will mean a great deal towards fostering the prosperity of the Canadian Northern Railway.

"The new steamship line," said one this morning who had a chat with Mr. Illingworth, "will mean not only a new era in Canadian overseas transportation, but also a new era in the industrial development of the country, for it will do more probably than anything else could do to attract the attention of moneyed interests to Canada, and Mr. Illingworth's visit, to see for himself the resources awaiting development, is only an indication of the way this all-red line will turn the eyes of the world to Canada."

The Montreal Star makes the following comment upon the project:

The weak link in the proposed all-British greyhound line from Britain to Australia, is that which spans the Pacific Ocean; and it is apparent that the slowness of the best service which is suggested for this part of the route cools whatever enthusiasm may exist in New Zealand and Australia. Without enthusiasm in these islands, the scheme is not likely to be much of a success; for a lack of interest there will infallibly affect the attitude of the British Government, which is still in doubt.

Still the stiffest competition will be on the Atlantic ferry. This it is that spurs us up to attempt great deeds on this part of the route. If we cannot beat the lines from New York to Southampton, we are distanced before the race is well begun; consequently, on the theory that "needs must," we are talking of a twenty-five knot service on this part of the journey. But if twenty-five knots are possible on the Atlantic, it only requires the risking of money enough to make something decidedly better than 18 knots possible on the Pacific; and the effort to shorten up this part of the trip may make all the difference between success and failure.

A writer in the Toronto News suggests that the line should go to Milford Haven, instead of Liverpool. Milford Haven is more in a direct route to London which must be on the real terminus of any passenger and mail service—which this route will be primarily. If the steamers run by the southern route—south of Newfoundland and south of Ireland—they must steam right up past Milford Haven in order to get to Liverpool; and then the mails and passengers must come down to London again by rail. But the various schemes for landing the mails and passengers on the West Coast of Ireland, and then railroading them swiftly to London, look on the map to be even better; though their practicability is a question rather for practical men.

The idea is in any case a noble one. An all-British route to Australia, using Canada as a steel bridge between the two great oceans, has in it the elements of inspiration. Such a route would not be exposed to serious menace from foreign powers; for there would be no point at which they could strike it without first gaining command of the sea. The route through the Mediterranean and the Suez is in a far different position, and the journey about the Cape of Good Hope is tedious and slow. A generous Canadian subsidy would be willingly voted; but it must be supplemented by equal relative generosity from the British Government, and a hearty support from Australasia.

The Star is right in directing attention to the importance of keeping the Pacific Ocean part of the service up to the highest possible pitch of efficiency as respects speed. The greatest allowance must be made for the geographical position of New Zealand and Australia. They are, under the most favorable conditions that can be devised, a long way from the United Kingdom and Canada, and it is the duty of all the partners in the Empire to bring them closer. The matter of cost ought not to be allowed to stand in the way. The better the communication with these distant countries, the more rapid will their progress be, the greater will become their wealth and population, and the more important will our trade with them become. A very large sum of money should be lost, if necessary, to accomplish such a result, and we are of the opinion that the people of Canada will sustain the government in an exceedingly liberal contribution towards such a desirable object.

NEW LINES OF FARMING.

The Colonist had a reference on Sunday to an exhibit of British Columbia tobacco, which was displayed in the Royal Horticultural Hall in London. The paragraph did not say so, but the fact that advantage was taken of the opportunity offered by the third International Trade Exhibition to set forth the capability of this province to produce high grade tobacco, was due solely because the provincial Department of Agriculture interested itself in seeing that an exhibit went forward, paying the freight and duties upon it. The opinion of experts seem to be to the effect that British Columbia tobacco is a valuable variety. Nearly all plants derive some peculiar quality from the soil and climate where they are grown, and it seems that the article produced in this province has much to recommend it specially. A few days ago we printed a paragraph in regard to the cultivation of tobacco near Ladysmith. There is no reason in the world, why this plant may not be successfully produced on Vancouver Island. The specimen, which attracted such favorable notice in London was grown at Kelowna, which is in the Okanagan country.

The government has also given its attention to the production of hemp in this province, and a sample has been sent away to be tested. Hemp culture may be found to be another industry in which our farmers can engage with advantage. Flax is another line, which does well here, and we suppose the only reason why it has not received greater attention is that people have had so many other things to engage their consideration, that they have not found neither time or opportunity to step out of the usual course. It is very likely that these three crops, tobacco, hemp and flax will be found to be exceedingly profitable. The public generally will heartily commend the action of the Minister of Finance and Agriculture for bringing these interesting subjects to the front.

VICTORIA'S TRADE

As will be seen by a reference in another part of today's paper the business houses of Victoria are preparing to take advantage of the opportunities of building up business with the logging camps and other points along the island and mainland reached by the Queen City on her new run. There have been great developments in those parts of the province during the past few years, but the fact that Victoria has not enjoyed suitable steamer connection with them has enabled Vancouver to get the lion's share of the trade which has grown up. The new arrangement, whereby the merchants of this city are put on equal terms with their rivals, will undoubtedly lead to a change in this respect, and the merchants of this city will show the same enterprise in securing business in the field, that has thus been reopened, as they have displayed in other parts of the province.

A very large amount of industrial progress is to be looked for upon the islands and around the inlets lying between Vancouver Island and the mainland. Here are very extensive forests and the magnitude of the lumber operations carried on from year to year is steadily increasing. It is also very reasonable to expect that there will be extensive mineral development in the same region. Our information is that there is much good agricultural land in the same part of the province. None of the areas can be called very large, but there are a good many of them. The market for produce is increasing, but farming has been carried on at a disadvantage owing to the inadequacy of transportation facilities. This state of things is fast being remedied, and we look with confidence to a great improvement in all lines of industry there.

A NEW RAILWAY PROJECT

A Winnipeg despatch says that a railway is being promoted in London to run from Fort Churchill, on Hudson's Bay to Port Simpson, whereby it is said that the distance from Liverpool to Yokohama will be shortened 2,768 miles. The minuteness to which the calculation of the shortening of distance is carried seems somewhat remarkable in the case of a line that has not been surveyed, but this may be the fault of the telegrapher. We have heard of this project before, and we take leave to doubt the expediency of building such a railway simply to furnish a new line between the United Kingdom and the Orient. As a development road it would have a great deal to recommend it, but as every one knows, for seven months of the year it could not be used in connection with steamships upon the Bay. The advantages of Port Simpson as a terminal point are more theoretical than real; a railway from Fort Churchill to Victoria could compete with one to the more northerly port very successfully. At the same time the resources of the part of Canada through which the proposed railway would run are such as would fully justify its construction.

In view of the very great interest that is being taken in railway building in other parts of Western Canada, the apathy of those representatives of the people, who might naturally be supposed to take a special interest in the extension of some one of the projected new systems to Vancouver Island is surprising. A lady correspondent of the Colonist, who does not wish to appear in print, says that she does not believe that, when the transportation people appreciate what rail connection with Vancouver Island would mean, there will be any delay in bridging Seymour Narrows. "The whole world," she says, "wants the shortest and quickest way from Western Europe to Eastern Asia, and the world is not going to let the lack of such a comparatively little thing as a bridge across those Narrows cause even half a day's delay on the route." This sounds about right, and we commend it to those people, who think that this project, which would mean so much to Victoria and the whole Island, must be relegated to some indefinite date in the future.

Mr. H. R. Emmerson, formerly Minister of Railways, has caused the editor of the Fredericton Gleaner to be arrested for criminal libel. This will lead to an early investigation of the charges made by that paper against the ex-minister. Out in this part of Canada we have a very inadequate idea of the bitterness prevailing in politics in New Brunswick.

The Grand Forks Gazette, commenting upon the report of the Victoria Board of Trade committee upon the labor question, says that "since the increase of the Chinese head tax greater expansion has taken place than at any period in the history of British Columbia." There is no doubt of this. There is also no doubt that the demand, such as it is for a reduction of the head tax is simply an agitation in the interests of a minority of the population. The great mass of the people, while experiencing their due share of inconvenience from the shortage of labor, are willing to wait until the difficulty can be remedied in some other way than by sending a Macedonian cry over to China.

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Your mother, sister or the sister of some other fellow, would be delighted with some little article from here.

There is nothing better in the souvenir line than some dainty piece of China or Glass. There is no other place in the Canadian West showing such an attractive array of fine China and Glassware or such genuine values as this store.

We want you to see the display and if you leave town without seeing this store's offerings you will have missed one of the city's real attractions.

Celebration Programme

Friday, May 24

9 a.m.—Horse and automobile parade. Parade forms at the head of Pandora avenue.

11 a.m.—Exhibition baseball match at Oak Bay Park, Everett vs. Ballard.

3 p.m.—Lacrosse at Oak Bay Park, New Westminster vs. Maple Leafs, of Vancouver.

2 p.m.—Regatta at the Gorge.

8 p.m.—Band concert, Beacon Hill Park by band of Fifth Regiment, R.C.A. and Ladysmith Silver Band.

9 p.m.—Grand pyrotechnic display and illumination of park at Beacon Hill.

Saturday, May 25

8 a.m.—Parade along Government St. to Broughton St. Enter Weiler Bros.' store and see the largest showing of complete Home Furnishing goods shown in Western Canada.

3 p.m.—Exhibition baseball match, Ballard vs. Everett, at Oak Bay Park.

9 p.m.—Band concert at Gorge park, by band of the Fifth Regiment, R. C. A. Decorated boats and illuminated water carnival at Gorge, opposite Gorge park. Stringed orchestra will be provided on the water.

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To those from over the line who are now visiting us we would just say that we offer you an exceptional opportunity to purchase some choice pieces of China and Earthenware from the foremost British and foreign makers.

The low tariff British-made goods enjoy entering Canada enables us to offer you exceptional values. To those who love real fine China we strongly advise a visit to our show rooms. You won't regret it.

You are cordialy invited to inspect our stock whether you desire to purchase anything or not.

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These are made in many different shapes. Some of the vases are exact copies of famous vases only to be seen in museums and such places. On each piece is the coat of arms of Victoria, British Columbia, or the Dominion of Canada. Prices only from each $1.00 to 35c.

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Beakers, each	$1.00
Plaques, each	75c.
Teapots, each	$1.50
Cups and Saucers	75c.

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Consisting of jugs, bowls, vases, milk horns, candlesticks, mugs, ashtrays, dog trays, and a very large assortment of other very unique things, with very suggestive mottoes inscribed on them; at most moderate prices.

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Mugs, from each	35c.
Jugs, from each	35c.

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This beautiful art ware has won high awards at all the principal exhibitions both at home and abroad, and comprises a large variety of **Vases, Umbrella Stands, Hanging Pots, Pedestals and Pots, Flower Holders.**

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Ash Trays, at each 75c. and	50c.
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Candlesticks, at each	65c.

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Teapots, 1 gill, each	65c.
Teapots, 1½ gills, each	75c.
Teapots, 2 gills, each	85c.
Teapots, 3 gills, each	$1.00
Teapots, 4 gills, each	$1.25
Open Jugs, 1½ gills, each	50c.
Open Jugs, 2 gills, each	60c.
Open Jugs, 3 gills, each	75c.
Open Jugs, 4 gills, each	$1.00
Mounted Jugs, 2 gills, each	$1.00
Mounted Jugs, 3 gills, each	$1.25
Tea Sets, 40 pcs., per set	$7.50
Tea Cups and Saucers, each	25c.
Open Sugars and Creams, per pair	75c.
and	50c.
Acorn Shaped Peppers and Salts, each	25c.
Coquitier Egg Cups at each	75c.
Menu Tablets, in plain and tinted, at each 50c. and	75c.

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