The Colonist.

The Colonist Printing & Publishing Company, Limited Liability
27 Broad Street, Victoria, B.C.

THE SEMI-WEEKLY COLONIST

One year	$1 00
Six months	50
Three months	25

Sent postpaid to Canada United Kingdom and United States.

COLONIAL CONFERENCE

The Colonial Conference is to assemble in April. The British press is already talking about it, and the usual number of suggestions are made by people, who are hopelessly out of touch with public sentiment in the outlying parts of the Empire. One writer thinks that the name of the gathering ought to be changed, because he thinks that the word "colonial" is not approved of by the British people beyond seas. He is quite wrong in this. What we object to is being called "colonists" and our countries being called "colonies." We do not object to the use of the word "colonial" as distinguishing anything from what may be properly called British or Imperial. As for the expression "conference," it seems to describe correctly the nature of the gathering of Colonial Premiers, and it will be time enough to change it when the nature of the business to be transacted at such gatherings is changed. Speaking specially for Canada, we do not think that the people are quite ready for anything more formal than a conference, at which questions can be debated and yet left largely open. In the course of not a very long time, we hope, the people of the United Kingdom, as well as those of the outlying parts of the Empire, will understand themselves and each other sufficiently to make something more than a conference desirable, but just at present it would be as well to leave things as they are. The Colonist very earnestly desires the consolidation of the Empire, but believes the process will be slow, and that haste will defeat any progress in that direction. It is quite true that the Empire is an anomaly. No one knows just what keeps it together; but the great point is that it does keep together, and that the greater the freedom enjoyed by each component part of it, the stronger is the tie between all the parts. We do not be able to explain how this comes about, but it is just as hard to explain how it happens that there is a British Empire at all. Why is there not a French Empire or a Spanish Empire? At one time the prospects of such things were far better than those of a British dominion encircling the globe. So let us not be in a hurry to "improve" things. A good many matters, both within and without the United Kingdom, require to be worked out before we can hope to have a parliament representing all parts of His Majesty's dominions sitting at Westminster. For the present conferences will do very well. In empire-building, as in most things that are worth while, the more haste the less speed.

VICTORIA AS A TERMINUS

We print a letter from Mr. Edward Musgrave, illustrated by a map. Mr. Musgrave is careful to say that the distances given in the letter and on the map are only rough approximations, and as when corrected they do not materially affect his argument, we give them as shown in his original drawing. In the interest of accuracy we have added a foot-note giving a more nearly correct approximation. From Otter Cove, the probable ferry terminus, to Winter Harbor, which is the possible terminus of a transoceanic steamship line running to Quatsino Sound, the distance is in the neighborhood of 174 miles, and from Otter Cove to Victoria the distance is about 266 miles, which gives substantially the same difference between the two distances as Mr. Musgrave estimates. The distances as given herein are taken from the reports of railway surveys. We are inclined to think that actual location of a line would reduce the estimate of the distance to Victoria and increase that to Winter Harbor. There is no likelihood whatever of a railway being constructed to the southern shore of the entrance to Quatsino Sound for several reasons, one of them being that the grades would be heavy and the line very crooked, and a still more important one that there is no harbor available on that side of the Sound.

Mr. Musgrave's letter is an interesting one, because after stating the case as strongly against Victoria as it can be stated, he reaches the conclusion that our city, (and once more let us say that in considering Victoria in such a connection as this we always intend to include Esquimalt) need fear no rivalry from any other point of the Island coast. There can be no doubt as to this. On the West Coast there are three harbors at least, which can be used by ocean-going steamships of any tonnage and can be connected with the Continental railway systems; but if railways should be built to all of them, we would have no fear that Victoria would suffer in consequence. The advantages of this port, some of which Mr. Musgrave points out, are so great that we need not fear any rivalry.

It is with some surprise that we have observed a tendency in some quarters to treat the present agitation as a revival of the old Island vs. Mainland cry. Nothing could be more absurd. Do the persons who make this objection suppose that the people of Victoria ought to sit down with folded hands because, possibly, something for which they may agitate will not be of special benefit to some point elsewhere in the province? There never was a time when the people of this city did not help as far as they could, all projects in all parts of the province which seemed calculated to prove of public benefit. This paper has time and again referred in strongly favorable terms to the V. W. & Y railway project, which is distinctly a Vancouver enterprise. We hope that we are broad-minded enough here to be able to favor things that will benefit others besides ourselves, but this will not prevent our agitating for those undertakings which seem to be of special advantage to our own city.

THE TOURIST ASSOCIATION

We hope that the City Council will not be deterred from its proposed action in regard to the Tourist Association by the fact that a few people have written letters to the papers arguing against a grant of $7,500 being made. A certain number of people object to everything. We do not say this in an uncomplimentary sense, but only as meaning that any proposal whatever of a financial nature will meet with some opposition. We dissent entirely from the view that any particular class of people in the city are exclusively the beneficiaries of the work of the Tourist Association. Directly, of course, the transportation lines, the hotels, livery stables and some of the merchants receive the most benefit, but the scope of the indirect benefit embraces the whole population of the city. Any increase of business is of general benefit. Of course those persons who are immediately concerned in the business itself, feel the effects sooner than others, but in the long run every person in the city is benefitted by it. Suppose, for example, that in consequence of increasing business the Colonist Printing and Publishing Company was compelled to double its staff of employees. The new persons employed would be the first to feel the advantage of the improvement, but the whole community would enjoy added prosperity because of the increase in the number of people employed at remunerative wages. This principle holds good of every line of business. Whatever has a tendency to improve any one line has a good effect upon other lines.

THE HOUSE OF LORDS

Some people thought that the British ministry would not succeed in securing the assent of His Majesty to the inclusion in the Speech from the throne of any reference to the existence of strained relations between the Lords and the Commons; but they forgot that Edward VII is a constitutional monarch. The paragraph in the Speech is very significant. It states that "serious questions affecting the working of our parliamentary system have arisen." This is a strong statement, and signifies that His Majesty is prepared, as far as he can constitutionally do so, to permit his ministers to give effect to the popular will as they understand it. One is inclined to wonder if the situation may not be more strained than appears upon the face of it, seeing that His Majesty was willing to adopt so strong an expression. While the King can only speak to Parliament according to the advice of his responsible ministers, the strong personality of the present occupant of the throne makes him something very different from a nominal monarch. He would hardly assent to the initiation of steps of the grave character implied in the speech without having been careful to understand their full bearing upon the condition of the kingdom.

The British press seems to be preparing itself for something of a radical nature in respect to the House of Lords. A leading Conservative journal lays stress upon the fact that the attendance at sessions is out of all proportion to the numerical strength of the House, except upon such rare occasions as the consideration of the Education Bill. It also concedes that in Lord Salisbury's time, the Lords were little more than a body to give effect to his wishes. Lord Salisbury was very impatient of debate in the Upper Chamber, and used to cut short discussions in a manner not calculated to impress the country very highly with his appreciation of the value of the opinions of the body. The same paper is inclined to think that the Lords themselves would not be averse to changes. The younger men among them would like to be free to enter the House of Commons, where the real life of the nation is represented, and a proposal that the House should be made representative in its character, in somewhat the same manner as Irish and Scotch lords are chosen, and that this selection should apply to the Bishops as well, would, it thinks, meet with approval. It is also suggested that distinguished scientific and literary men, experienced public servants who have retired from public life and some other classes of people, should be given seats in the Upper House. In short the suggestion is that a hereditary chamber might well become a thing of the past. We do not suppose that there is any likelihood of the abolition of the House of Lords, but its modification seems highly probable.

WHAT IS BEHIND IT

A prominent Victorian asked on Saturday what is behind the agitation in regard to rail connection with the Mainland. It had not occurred to us that doubt on this point might lead some people, who are in favor of the principle involved in such a project, to hesitate about advocating it until they knew just why it is being pressed upon public attention, but since the question has been asked, it may as well be answered.

The proposal is more than thirty years old. Mr. F. S. Barnard told us something about its early history in his letter to this paper last week. Messrs. Mackenzie and Mann revived it, and at the time of the Prior-Bodwell, election it had assumed a concrete form. Then it was dropped for a time, although occasionally it formed a subject of letters to the press. When The Royal Commission on Transportation was appointed, the Board of Trade appointed a committee, consisting of Messrs. T. W. Paterson, D. R. Ker and C. H. Lugrin to prepare a memorial on the subject to be submitted to that body. This was done and Messrs. Paterson and Lugrin gave evidence before the Commission on the subject. In the report of that body strong representations were made in favor of such a connection. Thus the project was endorsed by a body specially appointed by the Dominion government to inquire into new routes of transportation. Afterwards Mr. Templeman was asked by the Board of Trade to have the cost of connection by way of bridges investigated, and this was done as far as was possible from the data in the Railway Department. It seemed to the Colonist therefore, timely to agitate for a a more complete investigation, and also to keep the subject constantly before the public. The advent of the Canadian Pacific Railway to Vancouver Island seemed to our humble judgment to afford an additional reason for keeping the proposed connection to the front. The Grand Trunk Pacific will shortly be building its line in British Columbia, and one of the branches which it has taken power to build, is on Vancouver Island to Victoria. The Canadian Northern is extending its line, and we hope to see it reach the coast at an early day. There is a prospect that the Canadian Pacific will build from Edmonton west through the Yellow Head Pass. There is every likelihood that in the course of a few years there will be a railway extending north and south through British Columbia and as far as Dawson. In view of these things, and knowing how long it takes to accomplish a project of the magnitude of the proposed connection with the Mainland, and knowing of what great importance such an enterprise would be to this city, if it can be accomplished, the Colonist decided to adopt the policy of pressing it upon the consideration of its readers.

We wish to be distinctly understood as stating that in what we have said, and what we shall hereafter say on this subject, we have not been and will not be acting, either directly or indirectly, as the spokesman of any railway company or railway promoters If the question ever takes that aspect, we will undoubtedly take one side or the other, but at present our great aim is, first, to arouse public opinion to the importance of the project, and second, to impress upon our representatives in Parliament and through them upon the Dominion government, the urgency of having the whole matter thoroughly investigated, with a view to the establishment of the most feasible connection with the Mainland by the Dominion government, so that it will be available to every railway that may desire to use it.

It has been objected that it is premature to speak of such a connection until some railway company signifies its readiness to make use of it; but we do not so look at the matter. It would, we grant, be premature to begin the construction of a line through the Coast Range and build bridges or establish car ferries until railway construction on the Mainland is further advanced, than it is at present. But it is not premature to have the feasibility of such a connection thoroughly investigated. It is not too soon to have all routes by which such a connection can be made thoroughly explored. More is known about the Bute Inlet route than any other, but persons familiar with the country say that a much better route is available. This we think ought to be ascertained, and when it has been ascertained, the data will be at hand upon which a policy of construction can be formulated. It will take a year or so to thoroughly explore the region to be traversed, and by that time railway construction will be far enough advanced upon the Mainland to enable the Dominion government to consult with the companies as to the likelihood of their utilizing such a connection, if it is provided. It may be that by that time the Canadian Northern may be very desirous of reaching Vancouver Island, both because of the business that can be developed here and because of the advantages offered by the Island ports. By that time the plans of the Canadian Pacific will have been more fully developed. By that time the Grand Trunk Pacific will understand the situation here far better than it can be expected to now. We are seeking to have the project sufficiently advanced to be in a shape to be presented to these railway companies a little before the time when they will be ready to avail themselves of it.

These are the considerations that are behind the efforts which the Colonist is making to arouse public interest in this great project. In view of what has taken place in other parts of Canada, it cannot be said that we are at all premature. Take the Hudson's Bay route as an example. Mr. Hugh Sutherland worked apparently to no purpose for years before he could arouse the government of Canada to interest itself sufficiently in its possibilities to examine into the navigability of the strait. Take the portion of the Canadian Pacific which runs across the State of Maine. It took a long time to convince the Dominion government that this was worthy of serious thought. But those interested in seeing the work done, and not a man of them ever made a dollar out of it, kept agitating until their labors were crowned with success.

DEVELOPMENT OF THE ISLAND

There is no longer any doubt that a period of active development of Vancouver Island is about to be inaugurated by the Canadian Pacific Railway Company. A Vancouver despatch says that Mr. Marpole will be specially charged with this work. This is fitting, because it was through Mr. Marpole's instrumentality that the Canadian Pacific was induced to take over the E. & N. Railway. This new policy of the great Canadian railway company cannot fail to have a far-reaching effect upon the future of Victoria. It is true that the company apparently contemplates the utilization of a port on the West Coast, whether Alberni or some other point, but this will not detract anything from the importance of this city. No matter what the advantages of other points may be, the unique position of Victoria will ensure it a commanding place, and the more the Northwest Coast is developed, the more cities and towns are built up, the more we may reasonably expect Victoria to grow and prosper. If the facts were otherwise, the people of this part of the Island are too broad in their ideas to wish to prevent the up-building of other localities, but happily we can regard with complacency any plans which the railway company may adopt, because great as may be the apparent advantages of other points, even though actual advantage may be enjoyed by some of them in certain respects over Victoria, we have here a locality, which in so many ways is better than any other, the resources of the Island are so immense, and the magnitude which Oriental commerce will assume is destined to be so vast, that we are sure of having a great city here. The outlook never was brighter. Indeed it never was anything like as bright. A residential city in what is now Victoria and an industrial city in what is now Esquimalt are the things to which we may look forward with absolute confidence.

THE TOURIST ASSOCIATION

Some opposition is developing to the proposed grant of $7,500 to the Tourist Association. This was to be expected. The subject is one upon which there may legitimately be a difference of opinion, but we are inclined to favor the appropriation of the money to the intended purpose. A certain sum of money must be raised every year, if the Association is to be kept in existence, and there are only two available methods of doing so. One is to make a collection, and the other to make a grant out of the funds of the municipality. Persons, who never have attempted the work of collecting funds in this city for public purposes, have little idea of what it means. As a community the people of Victoria are liberal givers, but the contributions generally come from a few people, who are expected to give to everything. It is true that such people benefit by the work of the Tourist Association, but really not more than many others. We agree with the Times in thinking that the day has not yet arrived when Victoria can afford to rest upon its laurels as a city. We must continue to advertise. True there are many things about town requiring attention, things that cannot very well wait, but we do not think that the proposed grant will have a tendency to retard necessary city improvements, while we fear that failure to make it may compel the closing up of a very efficient and valuable organization. The Colonist would be very glad to be shown some other way in which the cost of the Association can be equitably met, but as it thinks that the excellent work done ought not to be discontinued, and as it hardly seems fair to throw the burden of the cost upon a comparatively few people, while the whole community derives benefit from it, we feel compelled to say that, in our judgment, the city council will be fully justified in making the proposed grant.

THE "YELLOW PERIL"

A despatch printed in the Colonist recently stated that Chinese competition was already beginning to be felt in the coal mines of England, and in Rome despatches the presence of an increasing number of Chinese dock laborers in Liverpool was noted. This appears to indicate that the Chinese people have begun to move. The awakening, about which we have talked so much, has taken place. If there is "a yellow peril," it is at hand, not perhaps in very formidable dimensions just now, but, like the cloud that was no bigger than a man's hand, it may darken the whole industrial sky. The Chinese have begun to move, and naturally they will move along the line of least resistance. At present that appears to be towards the United Kingdom, and the people of that country can make up their minds that, if something cannot be devised to stop the movement, there will be a Chinese quarter in every large city in Great Britain, and the army of the unemployed will be reinforced by thousands, driven from employment by the men of the Orient.

It is one thing, however, to foresee such a state of things, and quite another to point out how it can be avoided. There is not very much that can be done with 400,000,000 people, when once they "get a move on." It would be about as easy to devise some plan by which the glaciers of Greenland can be prevented from slipping slowly into the sea and breaking off into icebergs. Great movements of population have taken place at other times in the history of the world. The migration of the peoples, whom the Romans called "Northern Barbarians," completely altered the social and economic conditions existing in Europe, and it is far from improbable that we may be on the eve of another change. If this is the case, the process will doubtless be a slow one, and so gradual that its effects may not be very noticeable at any one time; but in the final result they will be serious enough. In view of this, it is about time for the people of the Occident to set their house in order. There are causes steadily at work, which are producing incalculable mischief, socially and industrially, and if these are not removed, there will be nothing that can stop the ultimate domination of the Yellow races. The fittest will always survive, and the people of Europe and America have for generations been rendering themselves unfit for competition with races, whose requirements are small, and whose industry is boundless.

Lord Kitchener is receiving very high praise for the great efficiency to which he has brought up the Indian army during the four years in which he has been in command. The army is stronger than ever, in better form and better located strategically than ever before. The tall, silent general is certainly the right man in the right place.

What right has any person to dump rubbish on a public street and leave it there for a month? There are some people on Broad street who would like to have this question answered. No reasonable man objects to the placing of a moderate amount of material on a street during the construction of a building, but rubbish, taken out of an old house ought to be carried away at once.

The Seattle Times, discussing the effort of the counsel of Thompson, the young murderer, who was acquitted on the ground of insanity, to have him discharged from custody, says that if he is allowed to go free, and should venture to return to Seattle, any one would be justified in shooting him like a mad dog. The Times expressly says that hereafter the citizens will not rely upon the courts to do justice in murder cases. This is very painful talk, but we cannot say that it is not justified under the circumstances.

"THERE IS A BEE ON IT."

SHOTBOLT'S Compound Balsam of Honey is just the medicine you need for a cold and cough, but be sure the cut of the BEE is on the label. 50 cents a Bottle.

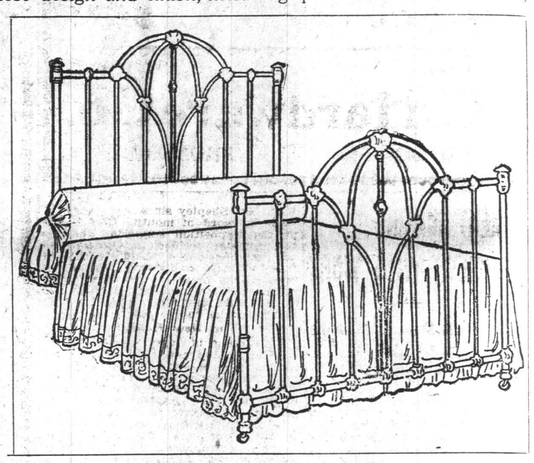
SHOTBOLT'S PIONEER DRUG STORE
59 JOHNSON STREET OPPOSITE HOTEL VICTORIA

Our Syrup of Hypophosphites
IS A GOOD TONIC AND PICK-ME-UP
$1.00 per Bottle
CYRUS H. BOWES
Chemist
98 Government St, near Yates St.
'Phone 425

We Show a Most Magnificent Line of
Fine Brass Beds

BY visiting the Fourth Floor, you will find a beautiful line of Fine Brass Beds, all of the very latest design and finish, including polished and satin finish, in all desirable sizes, are very strongly made and we can warrant them in every particular, cannot positively be surpassed anywhere in this city. Come in and see them it costs nothing to do so, and you will be satisfied.

At prices from
$52.50 to $120.00



We also have a very large showing of Iron and Brass Beds, in all styles and sizes, from $10.00 up.

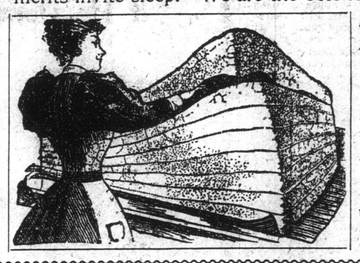
Our large variety of all Iron Beds is particularly good. Nicely enameled, in all sizes, from $3.50 up.

Send for Illustrated Sheet, which gives full particulars in styles, sizes and prices. Free On Request.

Ostermoor Patent Elastic Felt Mattresses

Are sleep inducers, and are purer, sweeter and cleaner than any other known mattress the whole world over; of most marvelous merits, far exceeding the very best hair. They remain permanent and require no remaking, and are absolutely non-absorbent. Ostermoor Mattresses are not stuffed, they are built.

If you cannot sleep now you will if you get an OSTERMOOR, whose merits invite sleep. We are the Sole Agents in Victoria.



4 ft. 6 in. wide, weight 45 lbs. Each	$15.00
4 ft. 0 in. wide, weight 40 lbs. Each	14.00
3 ft. 6 in. wide, weight 35 lbs. Each	12.50
3 ft. 0 in. wide, weight 30 lbs. Each	11.00
2 ft. 6 in. wide, weight 25 lbs. Each	9.50
We also have a large stock of other mattresses up from	2.00
Also some very fine pillows in wool, up from	75c
Feather pillows, up from	90c

Drawing Room Lamps
We have a very large and varied stock of lovely Lamps very nicely decorated, at prices ranging up from $2.00

Dining Room Hanging Lamps
In many different designs and shapes, up from $3.00

Night Lamps
Ruby color and Rose decorated, each ..... 50c.

Draught Screens
With oak frames, mahogany finish, centre filled with art satin up from $2.50
Draught Screens, oak frames golden finish, centre filled with figured denim, at $8.00
Draught Screens, oak frame, weathered finish, centre filled with green burlap 3-fold $10.00

German Beer Steins
In many different designs and shapes, nicely decorated, has metal cover and different mottoes, up from .. 35c

Wedge Art Plates
Nicely decorated with scenes from Ivanhoe, and other historical scenes up from .. 25c.

Pictures
We have a large stock of lovely Pictures, many of which are from the originals in the London and Liverpool art galleries, up from ... $1.75

Fancy Decorated Vases
Small fancy shaped Vases, decorated with beautiful pastoral scenes, each ..... 50c.
OVAL SHAPED VASES, 12-inches high, nicely decorated with blue and gold floral decorations at each $1.25
VASES, 16 inches high, similar to cut in shape, pretty pastoral scenes and other decorations. Price $2.00

Send for our large and handsome catalogue and get an idea of what we keep. It contains 230 pages and 1700 illustrations and shows, tells and explains everything—gives numberless hints re housefurnishing. Free On Request.

Mail Orders Receive Our Best Attention.
WEILER BROS.
Complete Home, Hotel and Club Furnishers
VICTORIA, B. C.