The Colonist.

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THE SEMI-WEEKLY COLONIST

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ELECTION PROSPECTS.

Some weeks ago the Colonist ventured to take the position, somewhat in antagonism to its contemporaries on both sides of politics, that an election is not as near at hand as has been generally thought. In our telegrams of yesterday appeared the following:

Ottawa, March 31.—A deputation of about a hundred leading business men of Montreal waited on Sir Wilfrid Laurier and Ministers Graham, Brodeur and Fisher this afternoon, urging the necessity of the immediate construction of a branch line connecting this city with the eastern division of the Grand Trunk Pacific.

Sir Wilfrid Laurier agreed with the necessity of building a branch to Montreal, but he did not consider it was necessary for parliament to take up the matter at the present session. The existing parliament, he said, did not expire for eighteen months yet, and that left plenty of time for the government to deal with the question before the next elections.

Whatever his opponents may think of his claims to statemanship, none of them deny that Sir Wilfrid Laurier is a past master of political sagacity. He has given too many proofs of this to permit of any question on the point. Except Sir John Macdonald, he has never had even a near rival in Canadian public life in his appreciation of the effect of imagination upon the popular vote. We do not know who coined the phrase "National Policy," but we know that Sir John used it with tremendous effect. It caught the popular fancy, and after that everything was easy. If he had been as maladroit as his predecessor, Mr. Mackenzie, the story of the years since 1878 might have been very different. Mr. Blake, with all his great intellectual powers and splendid grasp of public questions, had no imagination and could never arouse popular enthusiasm. Now the events of the last few years have produced an effect upon the public mind, which is very different from what the Premier could have wished. Rightly or wrongly, the idea is abroad that expenditures have been extravagant and the administration corrupt. There have been some very bad disclosures, and nothing can explain them away. The people generally, that is, those of them who are not partizans, are rapidly coming to the conclusion that "it is time for a change," and there is hardly any reasonable doubt that upon such an issue the Laurier government would go down to defeat. There is not one province in which the Liberals are as strong as they were four years ago, and the most devoted supporters of Sir Wilfrid would be puzzled to discover any reason why they should be. The years since the last general election have been barren of beneficial policies and fruitful of grave scandals. Upon what could Sir Wilfrid Laurier appeal to the people? We fail to see any issue upon which he could hope to appeal successfully, and we endeavor in these things to reach a reasonable conclusion, for it is absolute folly for a newspaper to allow itself to be self-deceived.

There are, however, some great questions upon which a government might hope to succeed at an election, even though its administrtion of affairs reeked with misdeeds. The public easily forget administrative wrongdoing in the face of great development projects. Among these questions are:

The connection of Montreal with the Grand Trunk Pacific, referred to in the above telegram;

The acquisition by the government of numerous railways in New Brunswick and Nova Scotia which are feeders to the Intercoloial Railway;

The tunnel to Prince Edward Island;

The Georgian Bay canal;

The Hudson's Bay railway;

The extension of the Canadian Northern to the Pacific coast;

The All-Red line.

Other matters might be mentioned which call for attention, and if combined with these would make a development policy of even greater magnitude than that upon which the country was carried at the last general election. We must also keep in mind the fact that times are depressed throughout Canada, not as much so, indeed, as in other countries, but still sufficiently so to make the occasion inauspicious for a general election. The present and next year will witness an enormous expenditure of money in railway construction. Some time will be requisite before this money gets into the pockets of the general public, but in 1909 things ought to be very prosperous, especially if the crop this year is a good one, which it is likely to be, for a succession of lean years is improbable. With everything booming, in part as a result of railway construction, a great transportation scheme would afford Liberal orators something upon which to wax eloquent and serve as a means to divert attention from the record of broken promises, of gross extravagance, of shameless corruption, of extreme political favoritism, not to speak of blunders in policy, which can with justice be laid at the doors of the Laurier ministry. We find it difficult to believe that Sir Lilfrid Laurier will face the country upon the record as it stands. Until yesterday we had looked upon it as possible that before the present session closed a constructive policy might be announced, but the statement of the Premier to the Montreal delegation seems to put this outside of the realm of probability, and make it appear fairly certain that there is to be another session, during which a policy for the general election will be formulated and placed before the people in the form of measures which they will be asked to ratify by their votes.

MR. DUNSMUIR'S VIEWS

Mr. James Dunsmuir has been interviewed in Montreal. We do not say Lieutenant-Governor Dunsmuir, because we are bound to assume that he was speaking in his private capacity. We could wish that he had not spoken at all. Substantially what he said was that this province would not make any great headway until the labor situation is improved, and the only improvement is in the introduction of cheap labor. It is fair to say that Mr. Dunsmuir talked in Montreal exactly as he has always talked in British Columbia. But here it did not make much difference. He is a believer in cheap labor and Oriental immigration. His contention is that Oriental labor is really a good thing for white labor. On this point he is hopelessly out of touch with the opinion of the great majority of the people of British Columbia, and we think it very greatly to be regretted that he felt called upon to represent to the people of the East that this province is not progressing for the lack of such labor. His whole interview, as reported in last night's Times, was decidedly pessimistic, and we think it very unfortunate that he should have taken occasion, at a time when the interest of settlers and investers in British Columbia is growing and when the general outlook is so very satisfactory, to lend the prestige of his position and his great wealth to the creation of an unfavorable impression. As a rule Mr. Dunsmuir keeps his opinions to himself, and every one will be at a loss to understand why he thought it wise to depart from his custom in this instance. We can only look upon the publication of the interview as a very regrettable thing. It will do much to offset the excellent impression that has been created by the showing made by the provincial Minister of Finance in his last budget speech, and the successful effort of the British Columbia press to secure for the province a renewal of confidence.

THE CANADIAN NORTHERN.

There is a good deal in the papers just now about the plans of the Canadian Northern. It may be accepted as a part of the settled policy of that company that it intends to build a railway to the Pacific Coast, and also that, unless everything in the money market goes to pieces, the work of construction in this province will not be long delayed. Our own hope is that there will not be more than a year to wait. But beyond these general statements there is not much to be said. The Canadian Northern is only in a limited way a pioneer road, by which we mean that it aims at going where business is already established and where there are people to furnish it with traffic. For this reason we anticipate with a great deal of confidence that it will be located through British Columbia on such a route as will enable it to participate in existing business and take advantage of the development of the settled parts of the country. We have known for some time that the company proposed to give the Bella Coola valley a thorough examination, but it does not follow that any decision has been reached to build to the sea by such a route. We assume with pretty good reason that a new examination of the route to Bute Inlet will be made, and it is not impossible that an attempt may be made to find a suitable line to Loughborough Inlet. This inlet lies north of Bute Inlet and south of Knight Inlet. The country between Knight and Bute Inlets has never been closely examined by railway engineers, as far as we know, and Colonist readers may remember that a little over a year ago we printed an extract from a Cumberland paper, in which it was stated that a good route can be found from Loughborough Inlet to the Chilcotin Plains. If this is the case, this inlet would have many advantages as a railway terminal. The ferry to the island would be short, and a railway using it would have the shortest of all lines between the open ocean off the West Coast and the interior.

THE COASTING TRADE

It appears that United States vessels have the right to carry freight from Puget Sound to British Columbit ports, even when the freights originate in Eastern Canada. The matter has come up prominently in connection with the shipments to be made to the Grand Trunk Pacific at Prince Rupert, either by the company itself or its contractors. It seems to be understood that the Grand Trunk and the Great Northern have some sort of traffic alliance, and that the Canadian company would prefer to route its freight over the United States line. We do not know that we have any right to say anything on that subject, but after the freight has reached Seattle we submit that only Canadian vessels ought to have the privilege of carrying it to British Columbia points. The fact that the tonnage is likely to be large does not affect the principle involved; it only makes the question more important. The Colonist has always been outspoken on this subject. It has always insisted that there should be perfect reciprocity between this country and the United States in coasting trade. There is nothing in the coasting laws of the United States to prevent a Canadian steamer from going to Seattle and loading freight for points on the British Columbia coast, but she could not carry freight from Seattle to a point in Alaska, whereas a vessel of United States registry can carry freight from Seattle to points either in this province or the northern territory. This is eminently unfair to Canadian ship owners; and it will be a great hardship during the next few years, when there will be such a large quantity of eastern freight going north in connection with the work of the Grand Trunk Pacific. To ask that only Canadian bottoms shall be allowed to carry this freight is no hardship upon the company, for British Columbia shipowners will compete with each other for it and thus prevent exorbitant charges. Moreover such a strong company as the G. T. Pacific could easily protect itself against overcharges by putting on a ship of its own, if necessary. It is fair to say that the people of Victoria were themselves to blame to a large extent for the existing arrangement. They asked that foreign vessels might be allowed to engage in the coasting trade so far as the supply of the Yukon was concerned, in order to lead vessels from United States ports to call here. If we are not mistaken, the people of Vancouver took a similar view. Since then an effort was made by some members of the Board of Trade to bring about a change along the lines proposed, but it did not meet with general support. We think that some action ought to be taken to strengthen the hands of the Vancouver Board of Trade, which is asking that the coasting privileges shall be made reciprocal, that is, that we shall reduce the privileges of United States vessels in our coast waters to the limits of those enjoyed by our vessels in United States waters. A good deal of the money which the people of British Columbia will pay into the Dominion exchequer during the next five years, will go towards the construction of the Grand Trunk Pacific, and we submit it is unfair that Seattle shipowners should get any of it, when there is nothing to prevent British Columbia vessels from doing the business.

THE PROPOSED REVISION

The Manitoba Free Press attempts an explanation of the proposed amendment of the election law, whereby the Dominion government is empowered to make up electoral lists for Manitoba and British Columbia. It says that in 1904 the lists were not brought up to date, and in consequence several thousand persons, who were entitled to vote, the majority of whom were Liberals, were disfranchised. It is to prevent this occurring again and to have the lists fit the electoral divisions that the amendment is proposed. The first reason is an absurd one, unless we are to suppose that the Liberals of Manitoba need some special legislation to compel them to get their names on the voters' lists, and if they are so negligent of their duties as citizens, as such a supposition would imply, it would be as well to disfranchise them permanently, or at least let them rua their chances. The second reason is wholly inadequate to explain the change. In British Columbia, where the lists do not conform to the electoral divisions, there is never the least trouble about arranging them so that they will. There never has been the least difficulty on this ground, and we have never heard of any one losing his vote because of the nonconformity of the list to the district, nor of any one voting where he had no right to. So far as British Columbia is concerned, there is absolutely no force in the explanations which the Free Press puts forward.

The Free Press thinks "no one who is on the provincial list can lose his vote unless it is established by evidence in open court that he is not entitled to the franchise." We do not so read the proposed amendment, and we think our contemporary is quite mistaken. As we understand the Bill, it provides for the making of new lists, under such regulations as the government may see fit to impose, which is wholly unnecessary, may result in the lists being very imperfect, and is open to the suggestion that it may be used fraudulently, or at least for partizan purposes.

The Winnipeg Telegram thinks that the amendment will put Manitoba and British Columbia before the people of Canada as "alien, separate, inferior and in a condition of tutelage." Without adopting these expressions in their fullest meaning, we regard them as not greatly exaggerated. The provinces named are selected from the others and set apart by themselves as being unfit to carry out the principles of the Election Law, upon which the Liberal party has always prided itself, namely, that each province shall have control of the franchise within its borders. Mr. Aylesworth is right when he says that Parliament has authority to make the proposed change. This has never been disputed. Parliament can fix the voting qualification in the provinces, if it sees fit. It did so some years ago, but there was a great outcry on the part of the Liberals against it. They then said that each province should fix the qualification for its voters and should prepare the lists, and one of the first acts of the Laurier ministry was to introduce and pass through Parliament a measure expressly designed for that purpose, and this has been the law of the land for ten years. Why should there now be a change applicable to only two of the provinces? The Telegram thinks that under the proposed amendment the returning officers in the provinces named may be authorized to put identification marks on ballots, but we do not so read the bill. If it is susceptible to such an interpretation it is more infamous than we have supposed.

DRIFTING TO MONARCHY.

Mr. Max Nordau has discovered that the women of the United States are naturally aristocratic, and Mr. Sidney Brooks, who writes to the London Chronicle, thinks he notes in that country a "fast drift towards monarchy." He says that Washington is rapidly becoming the American centre of fashion and that from year to year the habits of the city are becoming more and more akin to those of monarchical capitals. The old-time democratic simplicity is gone. Jefferson could afford to ride up to the White House, tie his horse to the fence and go to be sworn in president, but under the benign sway of Theodore things are very different. The President can no longer do as he pleases socially. He must entertain just so often and just such people. If he sends an invitation to his hospitable board, it is now regarded in the nature of a royal command, which must not be disobeyed. If he is asked out to dinner, a list of those whom he will meet must be sent to him. At the White House entertainments, he is treated exactly as royalty is in monarchies, with such slight differences in detail as do not count. He no longer attends entertainments given by ambassadors. Mr. Brooks is very sure that a Court Chamberlain can already be seen looming above the horizon. Mr. Roosevelt has been known to speak publicly of "my fleet" and "my army." The old type of presidential reception is being replaced with something more select, and there are signs that the handshaking fashion, which must always have been a serious task to the president, will be abolished. Possibly Mr. Brooks draws the picture in rather stronger lines than the facts warrant, but he is not the first person to note the drift along the direction mentioned.

The interesting thing about the matter is that the people of the United States really do not care. The men, who control the policy of the nation, are not society men. Very many of them are rich, and their wives are socially ambitious. The women have the quality attributed to them by Nordau, and if they want to surround themselves with the formalities of monarchy, the men will not deny them the pleasure. So that they dress well, keep themselves bright and are not too risque in their habits, no questions are asked. They can have a Court Chamberlain if they like. They can pose as duchesses, countesses, or anything else that suits their tastes. Paterfamilias pays the bills, looks pleased without knowing just what it is all about and goes on chasing the nimble dollar for all he is worth. Some day he will awaken to the fact that there is a dynasty at Washington, and if he sees that the stock market is not materially affected, he will accept it as a matter of course, and even consent to become Duke of Manhattan, or Baron Pittsburg, if so be that his good lady will be pleased thereby.

A South African confederation is talked of. The Dominion of South Africa ought to take its place beside the others.

The bank clearings seem to be running a race with the building permits as to which shall succeed best in demonstrating Victoria's prosperity. The contest is one which all can view with considerable equanimity.

Dr. Thompson, M.P., brings a cheery message from Ottawa as to the feeling of hopefulness at Conservative headquarters. It is undeniable that members of the party from the Atlantic to the Pacific are in fine fettle for the next campaign whenever it is brought on.

The Contemporary Review says that a Scotsman has invented a gun that will throw a shell from London to Paris, and consequently can pierce any armor that can be put on a ship. This will be a decided change. When the gun is adopted, European wars will be carried on at long range. It will not be necessary for armies to leave home.

A question has arisen as to the right of the Grand Trunk Pacific people to call their terminal Prince Rupert, another town having already been registered under that name. We never were much in love with the name, anyway. It had no local significance. "Cassiar" would have been a much better name, and it would have meant something.

The Department of Marine and Fisheries is to be overhauled, and there are going to be numerous official decapitations. This department has been prolific in scandals and has exhibited the art of how not to do it with a perfection that has rarely been equalled, and never surpassed. The late Raymond Prefontaine was a prince of good fellows and an exceedingly able politician, but he let his department get away from him.

At Vancouver on Monday six Japanese who sought naturalization as British subjects told Judge Grant that they would fight for Britain in the event of a war between Britain and Japan. If these men spoke the truth they upset much of what has been laid down by writers who professed to be able to analyse the Japanese character and discover therein an indestructable love of the Mikado. However, the incident is an interesting one.

The woman suffrage movement in America is likely to receive an immediate stimulus because of the visit of one of the most prominent workers on behalf of the cause in Great Britain—Lady Cooke, formerly Miss Tennessee Claflin of New York, at which city she has just arrived on board the steamer Oceanic. Lady Cooke has been prominent in the woman suffrage cause for some 40 years. In 1871 she ran for Congress, while her sister, Victoria Woodhull, was running for president.

The United States is a big country and its people are accustomed to doing things on a large scale, but we imagine that a strike of a quarter of a million coal miners at this particular time must have a material effect on an industrial situation which has already many unsatisfactory features. It appears that there is no question of wages or principle at stake, the only point in dispute being the renewal of contracts. Because of this, the matter may not be so serious as might otherwise be the case.

If you have a pain in your head, a pain in your back, or a pain in any old place; if your head aches and your nose is troublesome; if your throat is sore and your head as thick as a forty-shilling pot; if you have any or all these symptoms in more or less aggravated form, so that you neither want to go down town or to stay home, neither want to go to bed or stay up, do not give yourself any more worry about it than is necessary. You simply have the grip, and you have plenty of company on any part of the Continent between Gaspe and Los Angeles or between Nome and Key West.

Surprising as the statement may seem, it is not at all improbable that before the coming summer has passed we may again hear complaints of a shortage of labor. It is announced that the contractors for the Pacific section of the Grand Trunk Pacific "will guarantee employment for thousands of laborers." When one remembers that this enterprise, while, of course, the largest, is only one of many which will furnish employment during the season just opening, one can easily realize that the demand for men may easily be greater than the supply. However that may be, it is cheering to feel that unprecedentedly busy times are ahead.

Premier McBride, during the course of his address to the electors of Esquimalt district on Tuesday evening, made one statement which even his bitterest opponents must admit is warranted by the facts. This was to the effect that the results, after five years' control of the affairs of this province by the present administration, have been eminently satisfactory to all classes. It is absolutely indisputable that order has been brought out of chaos, industry has been lifted from the slough of despond in which it was cast by the ruinous tinkering of previous governments, confidence has been restored in the financial centres and conditions generally throughout the whole province are buoyant and full of promise for the future.

Makes Old Hats Look Like New

If you possess an old straw Hat of becoming shape, don't give it to the klootchman, but procure a 10c package of

Bowes' Straw Hat Cleaner

and with a little water and an old toothbrush make the Hat good as new.

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A KITCHEN TREASURE

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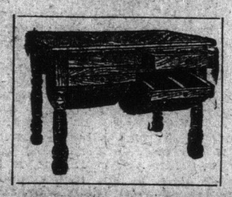

PROBABLY no other table is treasured so much by homekeepers as this Kitchen Treasure Table of ours. Judging from the sales of this table, it is by far the most popular of the host of such tables offered the public—and why shouldn't it be? The size is convenient, the arrangement all that could be desired, the materials and workmanship the best and the price a fair one. A useful and convenient table of Weiler Quality and sold at this low price makes a combination other manufacturers find hard to equal. This table has two large drop bins, one drawer and one cutting board. Top measures 2 ft. 6 in. by 4 ft. 6 in., and is finished plain. Balance of table is stained and varnished in golden. An excellent table and splendid value at, each, $7.00.

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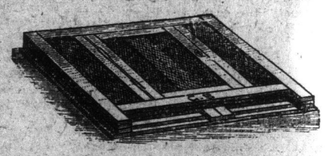
A Meat Safe Style for Camp or Home Use



But a few short days then Summer Suns and vacations. Camp life and all its goodness is what we are looking forward to now. Perhaps it is unkind of us to disturb your dreams of happiness by reminding you of some of the difficulties of camp life. Perhaps you recollect the worry and trouble you have had with the "Spoilables." If you have had such experiences you'll be interested in these Collapsible Meat Safes, and if this season is to be your first experience you should interest yourself in these savers of such worries. These Meat Safes are made of an excellent wood frame and a specially made screen of perforated Galvanized Sheet Iron. This style screen is unbreakable and as the perforations are small it is practically insect proof. It is fitted with shelf and hooks and the door is fitted with substantial lock and key. The safe is collapsible and folds very compactly (cut herewith shows same folded). We haven't seen anything to equal it and we advise you to investigate its merits today. Of course, it is made for home as well as camp use.

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Collapsible Go-Cart

No. S. 24—Body, wood frame and handle. Upholstering, green leather cloth. Gear is all steel; four 10-in. rubber tire wheels. Green enamel finish. Same as cut. Price is.....**$9.00**

Collapsible Hood Go-Cart

No. S. 25—Body, wood frame and handle. Upholstering is green leather cloth, lined. Gear is all steel, four 10-in. rubber tire wheels. Green enamel finish. Same as cut. Price **$11.00**

Collapsible Go-Cart
Opens and Folds With One Motion

No. S. 28—Body is steel frame and handle. Upholstering is green leather cloth. Gear is all steel, four 10-in. rubber tire wheels. Green enamel finish. Same as cut. Price **$10.00**

Happy News for Mothers and the Younger Generation today. A whole carload of the famous Whitney Go-carts and Baby Carriages arrived yesterday, and the splendid range of styles has surprised even ourselves, and we have grown accustomed to unusual newness from these famous makers of carriages for children. For almost a half century the product of the Whitney factories has been recognized as the standard carriage, and other makers fashion theirs from these modern and down-to-date designs, and employ every improvement in construction not protected by patents.

There isn't a better carriage made, and the Best isn't half good enough for the little monarch of that home of yours. Baby should get the fullest benefit of every ray of delightful Spring Sunshine. A cosy, comfortable, Whitney Carriage, and the bright days that are due would make a combination most beneficial to the health of the little one. Before you invest in a Baby Carriage, investigate this showing of "Whitney's." Shown on 4th Floor.

Reclining Go-Cart

No. K. 19, U. & P.—Body is reed, varnished; sides upholstered; has box cushion, lace parasol. Gearing is English strap, four 16 x 1-2 in. rubber tire wheels, Whitney patent anti-friction wheel fastener and foot brake. Green enamel finish. Enameled push bar. Same as cut. The price is.....**$30.00**

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No. K. 45, C. & P.—Body is reed, varnished; mattress cushion; lace parasol. Gear is all steel; four 10-in. rubber tire wheels; patent wheel fastener. Dark green enamel finish. Same as cut. Price **$14.00**

DOZENS OF OTHER STYLES ARE SHOWN

Reclining Go-Cart

No. K. 10, U. & P.—Body is reed, varnished; sides upholstered, has mattress cushion, lace parasol. Gearing is all steel, English strap, four 16 x 1-2 in. rubber tire wheels, Whitney patent anti-friction wheel fastener and foot brake. Green enamel finish. Enameled push bar. Same as cut. The price is.....**$22.50**

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