

CONTROL  
MANCHURIA

Finds Chinese  
Railway Nearly  
Out

OF TYRANNY

en by Japanese  
Min Tun  
Way

Ivan Shipoff, agent  
nance ministry, has  
three months' in-  
serious problems  
the Chinese Eastern  
result, he has re-  
expenditures be re-  
rection possible.  
onstrued here as a  
hopelessness of the  
in Manchuria. The  
lated during the  
war, and the Japan-  
then has practically  
is believed that the  
ese Eastern railway  
ount to \$15,000,000,  
ne is declining, par-  
ne that the Japanese  
hina to extend the  
road in the direc-  
This step has  
on among the Eng-  
capital invested in  
is characterized as  
of the monopolistic  
nese in Manchuria.

HTER BEATEN.

Loses Decision to  
Bauwin.

cc. 30.—Matty Bald-  
n, won the referee's  
nny Summers, of  
of a twelve round  
minst club, Chelsea.  
it was mostly in  
summers having the  
one or two rounds.

FOR NELSON,

—There is a chance  
C., hockey team  
ore of the local  
January. Mana-  
the club, writes  
dates can be ar-  
during the month  
his team expects to  
h the province and  
ding a couple of  
Nelson boys were  
championship cup  
arnival last year  
ened their team  
ear. Les, Patrick,  
season's Montreal  
captain of the Nel-  
believe they have  
trim anything in

OUNDERED.

Ashore Celebrating  
Minstrel Island.

ere ashore celebrat-  
ve the tug Leonora  
y gale, that was  
ere she lay moored  
When the men re-  
ting no trace of her  
the stormy sea, and  
steamer Cassiar left  
d been found, the  
deep at that point  
been operated by  
are at work in the  
rey. The little tug  
t boats owned by  
Co.

LIFEBOAT.

to Start for West  
on Thursday  
ing.

ck lifeboat is being  
trip to the west  
ation. Capt. Gil-  
three of the crew  
to the island coast  
g here on Thurs-  
J. Gaudin, agent  
short trip in the  
expresses himself  
ing with her. The  
ing at the wharf  
tment, near the  
is being viewed by  
spectators.

ll at Seattle

—In the fastest  
ball seen in Seat-  
tle and Wanda-  
to a standstill  
Woodland park  
00 spectators. The  
draw, the score  
Tacoma Soccer  
badly whipped by  
at Dugdale park,  
7 to 1. The local  
visitors beaten  
hurt and the Ta-  
poor form. Goal-  
nce weakened the  
d other regular  
the lineup. Seat-  
s with 10 points,  
ers have 8 each,  
1 and Fort Law-

er Suicides

Dec. 28.—Charles  
in Hayward and  
the coast as one  
of James J. Cor-  
line career, com-  
making cyanide of  
in a small wait-  
of the Hayward  
urban line. Stan-  
p, which he and  
from a whisky  
involutions bit off  
William Schuman,  
a neighboring  
by prompt ac-  
Stenzel was taken  
al before death  
A. Clark, resi-  
hospital, did all  
the man, but his  
ng. He died in  
minutes after ar-  
brothers, Franz  
who conduct the  
near San Lor-

"Keep an eye on the All-Red line project."—  
Lord Strathcona, in his message conveying  
Christmas greetings to readers of The  
Colonist.



It will be universally conceded that when one occupying so commanding a position in the councils of the Empire, one so vitally interested in all that concerns the welfare of Canada, one admittedly so competent to weigh and pronounce upon national problems, as Lord Strathcona, considers it expedient to proffer a word of advice to the people to whom he has shown himself such a great friend, it would be the grossest folly not to mark well his words and endeavor to observe his admonition.

Colonist readers cannot complain that this newspaper has been derelict in its duty of keeping them fully informed as to the importance of the project to which Lord Strathcona has alluded, the progress being made looking towards the success of the same, and its bearing upon the future of Vancouver Island and the city of Victoria. When the announcement of the promulgation of the scheme was made to the Colonial conference it became immediately apparent that a great Imperial plan had been set afoot, which, while of supreme importance as a factor for the closer welding of the Empire, would necessarily be of paramount interest to the people of Vancouver Island.

It only requires to be stated to have it admitted that any enterprise of Imperial proportions, the success of which is absolutely and solely dependent upon its ability to furnish a system of transportation faster than any other which can be devised, must of necessity include the utilization of ports on the ocean which possess supreme strategical advantages.

On November 17 last The Colonist had an editorial article dealing with the All-Red project. It was in part as follows:

Has not Vancouver Island a message for the promoters of the All-Red project? We think it has, and furthermore, that it is the bounden duty of the various public bodies promptly to take such steps as may be necessary to see that that message reaches the proper parties. It has been demonstrated over and over again, by the citation of the most convincing evidence, that in any project which aims at a reduction of time between the ports of Canada, the Orient and the Antilles, Vancouver Island's position on the Pacific seaboard is a factor which ought not to be overlooked. It may be said that the promoters of the All-Red scheme know all about this island and its strategic position in connection with the working out of their plans. But do they? Of course we quite admit that it goes without saying that they have at their disposal all the data which they consider necessary for their purposes in laying their plans before the various governments. But are they in a position to state the case for Vancouver Island as we want it stated, and as it should be stated? We all know that it is frequently the habit of promoters of great enterprises to follow "the line of least resistance" in approaching governments; and it is conceivable that on an occasion like the present it might be considered expedient to lay such information before the government as would command the maximum amount of support from the members of the House of Commons. But on the other hand, it could be demonstrated to the satisfaction of the various governments involved that, by the utilization of ports on Vancouver Island the Pacific end of the All-Red scheme could be simplified in some of its most important details, such demonstration would likely materially aid the consummation of the scheme. It is clear that the time has arrived when the voice of Vancouver Island should be heard in this matter. We have nothing to lose and everything to gain by having our claims properly presented. It does not require any very great stretch of the imagination to understand that in some quarters not very remote from Victoria a neglect of our duty in this respect would be welcomed. The question may here be asked: What are we to do? To this we would reply—arrange to forward to Ottawa at the earliest possible date a full and complete statement of the claims of the ports of Vancouver Island for inclusion in any scheme for a fast Imperial trans-Pacific service to be aided by the government of Canada. In a few weeks the whole question of the All-Red project will be debated at Ottawa; and in view of the latest announcements from London telling of the progress made by the promoters of the enterprise, it appears probable that the government will be able to lay before the House a definite proposal. Is it not obvious, then, that the Island's representatives should be in a position to speak with full information of its position in connection with the project?

One could not wish for a more thorough endorsement of the views above expressed than the message of Lord Strathcona in which his lordship urges the people of British Columbia to "keep an eye on the All-Red project." And in the face of this word of warning from such a high source it would be an exhibition of the most monumental apathy were we to neglect taking whatever measures may be necessary to ensure that the case for Vancouver Island shall be properly presented on the floor of parliament when the scheme is brought up for debate.

Assuming that there is no disposition to dispute that Vancouver Island is likely to play an important part in the working out of the details of the Pacific end of the enterprise, we may properly turn for a moment to a consideration of the possibilities of its early consummation.

It is probably correct to say that no man in the Empire enjoys the esteem and confidence of Canadians to a greater extent than does Lord Strathcona, and the circumstance that he is acting as sponsor for a particular enterprise would ordinarily elicit a general admission that no better guarantee of success could be given. But there are factors in the situation in respect to the All-Red project, aside from the prestige of Lord Strathcona's commanding personality and influence, which may be taken as surely indicative of success. It is a matter of general knowledge that both the great political parties in England would be glad to render Canada a quid pro quo for the

## Lord Strathcona's Advice in Regard to the All-Red Imperial Fast Steamship Project and Some Reasons Why It Should Be Heeded

tariff preference generously extended by this country, but they have found it difficult to arrange to do so, owing to the rooted objection of the masses in Great Britain to consent to any departure from the principles of free trade. It is true that Mr. Balfour, as leader of the Unionists, has "burned his bridges behind him," and declared for a measure of tariff reform which, if endorsed by the country, would enable his party to speedily arrange a schedule of duties which would make the Canadian preference a not altogether one-sided affair. But Mr. Balfour and his party are in the cold shades of opposition. The Campbell-Bannerman ministry, equally impressed as Mr. Balfour and his followers as to the necessity of doing everything possible to weld the Empire closer together, finds itself absolutely unable to discuss for a moment the suggestion of

we are interested in the All-Red project and the splendid case we can present on behalf of this Island. The strength of the Irish proposal rests, in the main, upon the fact that the distance from Blacksod Bay to Halifax is nearly a third less than the distance from Liverpool to New York. From Blacksod Bay to Halifax is 2,113 nautical miles; from Liverpool to New York is 3,029 miles. The saving in distance is therefore 916 miles. By starting from Blacksod, therefore, and sailing to Halifax, the traverse of the ocean is reduced by one-third. True, these distances are what they always were; but the ocean ferry boats are not what they always were. It was not always a consideration whether the voyage across occupied a few days more or less, and with plenty of travellers it is not now; but for a certain part of the

that might easily determine the success or failure of the project. But that is not all. A twenty-five knot ship, built to go 2,113 knots, does not need to be as large as one that has to go 3,029 knots, for the very good reason that it does not have to carry so much coal. It takes a thousand tons a day to drive these ships at that speed, and two days' reduction in the time of the voyage means two thousand tons less coal—each way. This saving in space means that ships for the short route can be built for four and a half millions, or three of them, enough for a weekly service, for thirteen millions, whereas the two Cunarders cost well up to fifteen millions. Then the saving on coal, at five dollars a ton, comes to \$10,000 for once across, or \$20,000 the round trip; and other savings, due to the diminished cost of provision for the shorter voyage, are

As indicating that in the most influential quarters in England a watchful eye is being kept upon statements of the promoters in regard to the free navigability of routes which are to be used in the All-Red scheme, it is to be noted that a few days after the speech by Mr. Sifton before the Liberal Club, a representative of Lloyds wrote to the Times correcting some of his figures as to the number of disasters on the St. Lawrence in a given period. This incident indicates that a factor vital to the success of the project is the ability of the promoters to demonstrate that ships will not be required to slow down because of intricate waterways, and thus lose all that the various governments are asked to pay huge sums of money for—time.

And it is when one considers this phase of the situation that he is impressed with the conviction that the success of the All-Red project is likely to have the most important bearing upon the future of Vancouver Island in general and the city of Victoria in particular. That our good friends in the enterprising city on the shores of Burrard Inlet are thoroughly cognizant of what their duty is in the face of the accumulation of conditions which threaten a loss of prestige, is shown by the following dispatch, which we take from the columns of the Vancouver News-Advertiser:

Ottawa, December 24.—The Department of Public Works has ordered a survey to be made of the First Narrows, Vancouver, in preparation to dredging the same and otherwise improving it for the rapidly-increasing shipping that enters the Terminal City.

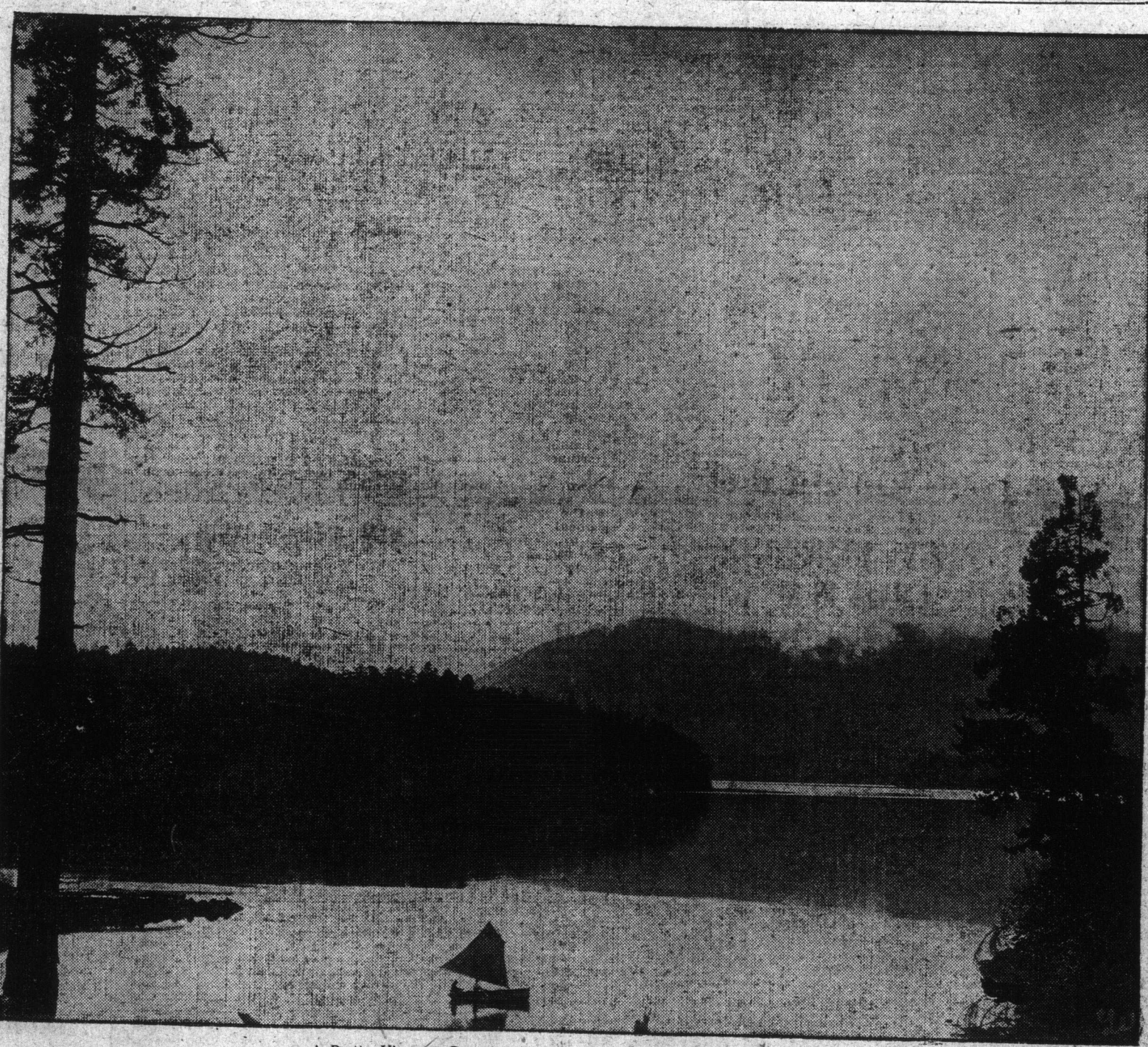
Does not even this all too feeble presentation of certain aspects of the All-Red project indicate that the people of Vancouver Island and the city of Victoria have a very direct interest in the success of the enterprise and ought not to be neglectful of the very obvious duty of seeing that every possible step is taken to press our claims for recognition upon the government when it shall undertake the task of arranging the terms of the contract?

—C. A. GREGG.

That was a pleasant day in the many-columned dusk of the Chemainus Forest, which is in Vancouver Island. The journey from Victoria took us through the violet gleams of the steep woodland aisles, whence flashing glimpses may be had of the blue waters of the fjords running far inland. Once the train ran past the embers of a forest fire. Through steel-grey smoke drifts were seen great splashes of sombre red (the color at the hot end of the spectrum), and here and there the scimitar of a crimson flame was waved threateningly. A forest fire in the beginning is a much more terrible thing. The conflagration runs before the wind in the roof of the forest (seen from any high hill as a level lawn-like expanse) a hundred feet or more above the ground. Afterwards the fire runs down the boles and sets the undergrowth and dry mosses blazing. At Chemainus we climbed a steep hill—anyway, it seemed steep—and saw a Douglas pine felled. A Victorian girl, her flaxen hair tied in a simple knot under a pretty straw hat, led the way up the hill, gliding with mysterious ease through the tangles of the undergrowth, and leaping fearlessly from one to another of the great logs ready to be hauled to the mill by a steam-hauled wire-rope. She was not Rosalind that day. But she had worn the manly garb of Rosalind in bygone holidays spent in the pine-scented wilds as the hunting companion of her brother, and, later on, of somebody else's brother. The Canadian girl has started a big fire, and contrives to keep it going. She is the better half of Canada, and keeps the lesser half in a hearty blaze. That's so.—"Rosalind," in Canada (London).

If you ever caught glimpses of noble old English homes, set within wide reaches of sward and trees, you have seen, only in ampler measure, what you may see as you drive through the residential portion of the delightful city of Victoria, one of the outposts of empire of Great Britain set at the gateway of the Pacific. Behind the English homes, to be sure, there may be as many centuries as there are years behind some of these Canadian manors; and yet, with the memory of England's rural glory in their minds, these rich British Columbians have built wondrously like their forbears. Rich, did I say? Well, possibly not rich as Fifth Avenue is rich, and yet comfortably well to do in this world's goods, and still more richly abounding in that sterling horse sense which tells a man to stop before he has seized upon everything that is in sight—and some things out of sight that may, perchance, be his neighbor's—and find out if there be not some nobler thing in life than pots of gold and piles of dirt.

An American does not need to dispense with his patriotism, or even mask it, when he reaches Victoria; he may, indeed, if he so elect, hang desperately hard upon his natural pugnacity; but, at the same time, if he have normal vision, he will see some things in this charming queen city of the Pacific he would like to copy. And then there is much he will miss: The tremendous hustle and hurry, the hair-raising, nerve-racking, life-blunting clang and clamor. Victoria and its environs is preeminently a beautiful, quiet, restful place. Would there were more such cities in America, havens of refuge for those beset by the fiends of noise!—By W. S. Hardwood in The World of Today.



A Pretty View on Quatsino Sound, West Coast of Vancouver Island.

granting a preference to Colonial products, as it is irrevocably committed to the principle of free trade. But the Liberal government at present in office in England sees a way out of the difficulty, an opportunity by which some practical return can be made for the generosity of the Colonies in granting a tariff preference to British manufactures—and this is by contributing to the support of the All-Red project for the establishment of an Imperial fast steamship service on two oceans. Already the government has placed itself on record as favoring the principle of the scheme, and Lord Strathcona has recently given us repeated assurances that adequate subsidies will be forthcoming from the Home government. Sir Wilfrid Laurier has pledged the support of Canada to the scheme; and it would thus appear, when all the factors of the situation are weighed, that there is excellent reason for supposing that at a comparatively early date we shall witness a consummation of the great enterprise.

A few days ago the Ottawa government and public men in Eastern Canada were interviewed by a deputation from Ireland, headed by the Bishop of Sligo, who were advancing the claims of the Blacksod Bay route in connection with the All-Red project. Keeping in mind that the position of Vancouver Island on the North Pacific seaboard is exactly similar, as a strategical point for utilization by lines of transportation, to that of Ireland on the western seaboard of Europe, we may find much in the arguments as set forth by the deputation from Sligo to indicate how vitally

ferry business, and particularly in so far as concerns the mails, speed counts, as to which no more convincing demonstration is needed than the building of such ships as the Lusitania and the Mauretania.

Now these two monster turbine ships leave Liverpool late in the afternoon, and it is not until early next morning that they are off the Cove of Cork, whence they start for New York. They reckon their time not from Liverpool harbor to New York harbor, but from Queens-town Rock to Sandy Hook. And they are glad to be able to do that much an hour or two under five days. From Liverpool to New York it is five days and a half, or something more. From Blacksod Bay, where a ship can go at full speed from the dock side, to Halifax harbor, would take three days and a half. If it is worth while to build the Mauretania to bring the American continent within five and a half days, at enormous daily outlay for the coal required to make the speed, surely a passage in three and a half days has much to commend it. That is the argument of the Blacksod advocates, and it does seem to have much to commend it to those of us who want to see Canada take the palm.

The rapidity of the traverse carries other manifest advantages with it. To begin with, the advocates of the route claim that it is just short enough to enable them to give a weekly service with three ships, whereas five would be required for a weekly service on the longer Liverpool route. With ships costing anywhere up to eight million dollars apiece, the saving on capital outlay is itself an item

estimated to give a total advantage over New York of \$50,000 a week in operation, outside of interest charge.

Addressing the Liberal-Colonial Club at London the other day, Mr. Clifford Sifton, who is associated with Lord Strathcona in promoting a company to carry into effect the All-Red project, laid great stress upon the question of hindrances to navigation. This has a peculiar interest for Victorians, who ought not to forget that if we are awake to our opportunities we shall see that adequate publicity be given to the fact that this city is more advantageously situated than ports on the mainland in respect to its accessibility from the ocean at all stages of tide and in all conditions of weather.

Mr. Sifton is thus reported in the London Times:

The fog question had been thoroughly investigated by the United States Hydrographic Service, which showed that the percentage of foggy days on the northern route across the Atlantic averaged only 3.5-12 per cent, against 8 per cent on the New York route. As for the ice, it compelled ships to take a slightly more southerly route from December to May, and in the Gulf of St. Lawrence there were floating bergs at certain seasons, but this was not a serious danger to careful navigators. The dangers of the St. Lawrence were talked of; but from 1880 to 1907 only five accidents had been conclusively shown to be due to incompetent and careless navigation, leaving only one—the stranding of the Montreal in 1880—attributed by the court of inquiry to the danger of the route to navigation, and greater knowledge, such an event would not be likely now. There would very shortly be a channel 1,000 feet wide and 40 feet deep right up to Quebec, so that the fastest ship could go at full speed all the way.