The Colonist.

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ENFORCEMENT OF FEDERAL LAWS

The question of responsibility for the enforcement of federal laws has been up in Parliament, the discussion probably arising out of the provision in the Sunday Observance Law requiring the assent of the provincial attorney-general to be given before prosecutions can be instituted. The Mail and Empire was the first to mention the matter in an article which we reproduced, in which the extraordinary position was taken that it was wrong for the Dominion government to look to provincial officers to see that federal laws were enforced. The Toronto paper seemed to be under the impression that this was something quite novel. It is new to require that the provincial attorneys-general shall assent to prosecutions in their respective provinces, before proceedings can be begun, but the administration of the criminal law has devolved upon the local authorities ever since the establishment of Confederation. The British North America Act, while giving the Dominion Parliament the right to legislate upon "the criminal law, except the constitution of courts of criminal jurisdiction, but including the procedure in criminal cases," conferred upon the provinces jurisdiction over "the administration of justice in the province." As the Minister of Justice pointed out, when the question was brought up in Parliament, this has been the rule for forty years and has worked very satisfactorily. The Leader of the Opposition took the same view of the case, although he thought there were some matters, such as the administration of the alien laws, for the carrying out of which the Dominion might assume the responsibility. Sir Wilfrid Laurier said that he thought the present system worked very well, and when the House divided upon the resolution to transfer the subject to the federal authorities many Conservatives joined with the Liberals in voting it down.

Those who contend for the change seem to forget that the present system is a part of the original compact of Confederation, and that before the law was passed, the representatives of the several provinces discussed this very subject. The provision in the Sunday Observance Law is, as has been said above, quite novel, and we do not think it ought to have been included in the Act, unless, as we believe, the intention was to leave the application of the law to the several provinces wholly in the hands of the provincial legislatures. If this was the idea, the provision is quite in harmony with it; if it was not, then a new duty, and that of a quasi-judicial nature, has been cast upon the provincial officers, which is wrong and contrary to the spirit of the B. N. A. Act.

THE A. Y. P. EXHIBITION

The Board of Trade has taken up the question of Canadian representation at the Alaska-Yukon-Pacific Exposition to be held at Seattle in 1909. The exposition bids fair to be one of the finest ever held, and it is fitting that Canada and especially Western Canada should be properly represented thereat. Victoria very properly takes the initiative in placing the matter under the consideration of the government and public bodies most directly concerned in the preliminaries of any arrangement that shall be come to in order that our country may be adequately represented. It seems advisable that, as the interests of British Columbia and the Yukon are so very similar, they should be treated as one territory in any plans that may be formed. These should, of course, embrace the Central Provinces and the East also; but the exposition is intended peculiarly as an exponent of the greatness of the Pacific Northwest, and no matter what may be done for the Dominion as a whole, special care ought to be given to what shall be done to set forth as strongly as possible the claims which the Pacific slope of Canada has upon the attention of the world. As the matter presents itself to us, we think the Dominion government ought to take the lead in preparations and bear the greater part of the expense; but the province should do something. It is very probable that the British Columbia cities will make special exhibits, although these would probably not be of an expensive nature.

It is perhaps not necessary that any money should be voted for this purpose either at Ottawa or Victoria this year. The Dominion government has an expert staff, which can deal with exhibition matters, and make all the plans necessary in time to ask Parliament for the needed grant next year. The provincial Department of Agriculture and Mines can also formulate plans during the legislative recess and be able to present to the House next session an estimate of what money will be required. We note that already most of the states of the Union have made appropriations for the exposition, but under the system in force in that country, no one is authorized to prepare plans without legislative authority having been first given. In Canada and in the provinces, the governments can go ahead with the necessary plans and can count with confidence upon receiving the money to carry them out. The only thing to be done at present is to get the matter under the notice of the proper authorities, and this the Board of Trade will see to.

THE LABOR QUESTION

Mr. A. R. Sherk, who writes us a letter today, corrects us as to the statement that the investigations of the Board of Trade Committee on Labor are not to be secret. He is right when he says that the evidence to be taken will not be made public so far as the names of the persons giving it are concerned; but there all secrecy will end. There are reasons why people should hesitate about speaking freely on the labor question, one of them being that persons, like our correspondent, will denounce them as enemies of Labor, if the views expressed by them are not in accord with those which find acceptance with the few, who assume to be the only people entitled to speak upon such matters.

He says that the Colonist has been malicious in the extreme in pointing out that the resolution to be submitted by the Victoria Laborers' Protective Union is deceptive. We repeat the statement. It is deceptive, because it alleges that the Board of Trade Committee has been appointed avowedly for the purpose of securing the reduction or abolition of the head tax on Chinese. He also says that the resolution does not mean that the report of the committee shall be sent to Ottawa secretly. Then the resolution does not mean what it says. This is its language: "To hold secret sessions to investigate the alleged scarcity of labor and from the result of its secret investigation to compile a report and forward the same to His Excellency the Governor-General in Council." If this was not written to convey the impression that the whole business of the Committee including the preparation and forwarding of the report to Ottawa is to be conducted in secret, we would like to know what it does mean. Would any man infer from it that the report would have to be submitted to the Board for public discussion before being sent forward? We think not. If the object of the Board of Trade was what the resolution says it is, the Colonist would be the first to condemn it, and we repeat that it will be impossible to preserve or promote a good understanding between employers and employed if such misrepresentations are to be made.

The problems involved in the demand and supply of labor and in the establishment of the best possible relations between employers and employed, so that the rights of each shall be enforceable at law, are very serious. They cannot be solved unless they are approached in a spirit of mutual forbearance, and with a sincere desire on the part of each to understand the views and objects of the other. The friction, which constantly arises, has its source in two directions. One of them is the unreasonableness of employers, who are so determined to make every dollar out of their business that they will not listen to justifiable demands; the other is the incendiarism of labor agitators, who have unfortunately been only too successful in convincing a large number of excellent people that every man, who does not take off his coat to earn a living is their natural enemy.

RAIL TO THE MAINLAND

The Times says: "We submit that rail connection with the Mainland is too important by far to be made a political football of." With this idea we are entirely in accord. The Times also says that "as the proposal is to be used in the future for political purposes, we propose to let it rest where it is for the present." Very good. The advocates of the project will have to get along without any assistance for our contemporary, which declines to say if it would approve of the government acting on the recommendation of the Royal Commission on Transportation.

The public will be glad to learn that active steps are being taken by the Board of Trade to advance this enterprise. Yesterday a Memorial, signed by the Mayor, the Officers of the Board of Trade, the officers of the Tourist Association, nearly all the business men in the city, and many others, was sent forward to Sir Wilfrid Laurier. The Memorial recites the recommendations of the Royal Commission as to rail connection with the Mainland and the improvement of Victoria harbor; it presents the arguments in favor of Victoria as a terminal port for trans-Pacific commerce; sets forth the advantages likely to be derived from extending the continental railway system to the Island, points out briefly the great natural resources of the Island and closes with the following paragraph: "Your memorialists therefore respectfully request that the aforegoing statements and the recommendations of the Royal Commission on Transportation may receive your most favorable consideration at the earliest possible day, and that the establishment of all-rail connection between Vancouver Island and the Mainland may be adopted by the government of Canada as a part of its National Transcontinental policy." In addition to the above, letters have been sent to Sir Thomas Shaughnessy, of the Canadian Pacific, Mr. William Mackenzie of the Canadian Northern, and Mr. Charles M. Hays, of the Grand Trunk Pacific, directing their attention to the recommendations of the Commission and asking their views in respect thereto.

Letters enclosing copies of the Memorial will also be sent to Messrs. Templeman, Smith and Sloan, asking that they will use their influence with the government to secure favorable action upon it. We are very hopeful that some good will result from this, and we venture to suggest to the personal and political friends of these gentlemen that they should write to them asking them to take the question up vigorously.

THE DEBATE ON THE ADDRESS

The House and the province are to be congratulated upon the tone that has thus far marked the debate on the Address in reply to the Speech from the Throne. Mr. Thomson, of Victoria, who moved it, and Dr. McGuire, of Vancouver, who seconded it, took an elevated plane, and Mr. Oliver, of the Delta, who replied for the Opposition in the absence of Mr. Macdonald, the leader, who every one will regret to learn has been prevented by illness from attending to his duties, carefully abstained from anything that would have a tendency to lower the tone of the debate. The Premier, who followed Mr. Oliver, very properly commented upon these facts, and expressed a hope, in which we are sure the public will share, that no occasion will arise for the introduction of bitterness or personalities into the proceedings of the legislature. The people are heartily tired of such things, and although a speaker, who flings out charges broadcast, is likely to get vigorous applause from audiences, assembled more for the fun of the thing than for the consideration of political issues, it can no longer be doubted that the voters have had enough of recrimination and abuse, and will hereafter demand from their representatives the treatment of public questions upon their merits, and sober discussion rather than vituperation.

We congratulate the mover and seconder upon their maiden efforts upon the floor of the House. They acquitted themselves in a manner that is full of promise of usefulness in legislative deliberations. What British Columbia needs more than anything else is the calm and business-like consideration and discussion of all questions arising. Many of those that must come up in the House are very difficult. Nearly all of them require to be treated exhaustively from every point of view, and therefore the more members there are in the legislature, capable of taking an effective part in debates, the better for the province. In Mr. Thomson and Dr. McGuire the House possesses such members, and we feel sure that during the session they will give ample proof of the wisdom shown by their constituents in selecting them for the positions they occupy. Of Mr. Oliver there need be very little said. He is the same as of old, vigorous, resolute and emphatic. There is never any possibility of mistaking what he means, and if sometimes he is inclined to be a little longer upon his feet than the emergencies of the case seem to demand, he almost always has something to say that is interesting and frequently it is important. He has been a useful member of the House, and it is pleasant to see him back in his old form. The Premier's speech was admitted on all sides to be statesmanlike. Perhaps there was not very much that was absolutely new in it, but the time has gone by when any pronouncements of policy are looked for in a speech from a premier upon such an occasion. His duty is now regarded as sufficiently discharged, if he runs over the subjects mentioned in the Speech and replies to any criticisms that may have been advanced by the Opposition. Mr. McBride did very little more than this, but he did it after a fashion that cannot fail to have an excellent effect upon the temper of the legislature throughout the whole session. He might, if he had been so disposed, have laid great emphasis upon the result of the late campaign, but we think his staunchest opponents will concede that he has taken his great victory in a modest spirit and that its effect upon his point of view of public questions has been to deepen his sense of responsibility. He has, indeed, a grave duty to discharge. Returned to power with a support that will enable him to carry through any measures, which he may propose in the public interest, and requiring as the province does, the development of a strong policy along various lines, Mr. McBride has resting upon him the heaviest duty, which any premier of British Columbia has ever been called upon to discharge. He may not shirk it in any of its phases, and his political career shows that he is prepared to deal with all questions as they arise with courage and intelligence. His speech yesterday proves that he is growing in statesmanlike qualities with his growing political strength and his growing responsibilities.

For the aforegoing reasons, among others, we feel greatly encouraged at the outlook for provincial politics as far as the sane has been disclosed in the opening speeches of the debate upon the Address, and we once more take occasion to congratulate all concerned upon it.

ORIENTAL IMMIGRATION

The movement in favor of Oriental immigration is growing quite strong in Eastern Canada, the reason being that the railway companies have sufficient influence to secure many articles in the newspapers in favor of it, and there is no one to take the other side of the question. The latest writer on the subject is Major Robert Larmour, of Stratford, Ont., who thinks it absurd for Canadians to claim that they are as a people superior to the people of the Orient. We were not aware that Canadians made any such claim. It is a very great question if we are in some respects the equals of those races, although in others we are undoubtedly their superiors. But the question involved in Oriental immigration is not one of superiority or inferiority. It is one of compatability. It is perfectly idle to talk of the white and yellow races living side by side in Canada and developing the country by their common efforts. Major Larmour tells us that there are millions upon millions of people packed together in China so closely that they can, with difficulty avoid starvation at the best of times, and very often cannot avoid it by any possible effort. These are the people, whom he wishes to see come to Canada and aid us in developing here what we have fondly imagined is to be the key-stone in the arch of Empire, with which the British race is to overshadow the world. On the face of the facts, as he states them, if we open this country to the Chinese and permit them to come in as rapidly as transportation companies can carry them across the ocean, in a very short time Canada would become Chinese. European and American people will not live side by side with Chinese on terms of equality and the Eastern friends of the Chinese may as well recognize the fact now as later. Plant Chinese settlements in the prairie provinces and in a short time those provinces will be all Chinese territory, although the British flag may fly over it. We speak of Chinese only, because the Japanese cut no figure in this matter. They are not sufficiently numerous to flood this country with settlers, and there is no law to keep them out if they want to come. They have their work to do in Asia. The only Asiatic settlers we can look for are the Chinese, and when Major Larmour says: "Let British Columbia open her doors, reach out across the Pacific Ocean and shake hands with Japan and with China. Let trade and commerce be encouraged to the fullest extent between them. Let meaningless social barriers be thrown down. Let prejudice of color, race and religion be scattered to the winds," he is simply making a plea for unrestricted Chinese immigration and the Orientalization of Canada. British Columbia stands as a bulwark for British institutions, the English language, British customs and Christianity in Canada. Major Larmour wants us to encourage a new movement of population, not westward but eastward. Hitherto all the great racial movements have been westward. He would have us reverse the process. It can be done. It is the easiest thing in the world to do. It is only necessary to repeal the law placing a head tax upon Chinese. The fleet of steamships upon the Pacific will be forthwith taxed to their utmost capacity to bring Chinese to this country, and many more vessels will have to be provided. Our whole country will then fill up with Chinamen. There will be no need of a propaganda upon the subject. First one occupation and then another will pass into the hands of Chinamen; the flood of money flowing out of the country to China will increase; Chinese Joss houses will arise in a hundred towns; Chinese children will throng our schools, and the English-speaking people will be driven to find homes elsewhere. There is no use in mincing matters, while discussing this subject. If we throw down the barriers, we will be driven out of our own country.

SHORTENING DISTANCES

The proposal to make Newfoundland the stopping place for trans-Atlantic steamships attracts a great deal of attention in Great Britain, almost every Canadian press cablegram containing some reference to it. A notable matter in this connection is that most of the British newspaper writers, who speak about it, treat it as something entirely novel, whereas in point of fact it is more than a quarter of a century old. The masters of transportation have only recently awakened to its possibilities. There is another instance to the same effect that may be cited. Great clamor is being made about running a line of steamships from Blacksod, Ireland, to Halifax, from which point passengers and mails will be rushed west by fast trains. This, we are told, is an emanation of the fertile brain of Lord Strathcona. As a matter of fact the project is more than sixty years old. In 1846 the New Brunswick government started what was known as the European and North American Railway, for the express purpose of establishing a line from Halifax to points on the American Continent, in connection with steamships which were to leave whatever port in the United Kingdom that might be found most convenient. The railway was built as far as Moncton, and until Confederation was known by the above title. Just before Confederation the same government undertook to aid what was known as "Western Extension," the correct title of the railway having been "The European and North American Railway for Extension Westward." This road was also built. It is owned now by the Canadian Pacific. The E. & N. A. Railway forms part of the Intercolonial, and the two lines will form a part of the proposed Blacksod route, if it materializes.

The point, which we wish to emphasize in this connection, is that this Newfoundland project and the the other one did not originate with transportation people, but with those who are now described as enthusiasts and builders of air-castles. A little bit of half forgotten history may be mentioned in this connection. When the construction of the Grand Trunk Railway was begun a great banquet was held at Portland, Maine, which is the ocean terminus of the line. Among the guests was Lemuel Allen Wilmot, afterwards a judge and lieutenant-governor of New Brunswick. Wilmot was one of the speakers at the banquet, and he gave his imagination full rein in describing the effect of railway connection, laying stress upon the day, which he thought he saw not far away, when across Maine, New Brunswick and Nova Scotia train loads of passengers to and from Europe would find their way, weaving together the whole English speaking world into one great union for the promotion of the peace and happiness of mankind. The speech was never reported, and the representative of the New York Herald, who was present, said that under the magic spell of Wilmot's eloquence, the reporters threw down their pens and listened with bated breath, joining in the tumultuous applause, which from time to time interrupted the speaker. The men, who heard that speech, never forgot it, and when they would be told of other eloquent addresses would say: "You ought to have heard Wilmot at Portland," or something to that effect. Wilmot has been in his grave for nearly a quarter of a century, but his prophetic dream seems at last about to be realized. The lesson of these things is that it is not always, or indeed often, the men who are engaged in transportation, who see what ought to be or what can be done. This is worth consideration by the people of Victoria.

Mr. J. A. Macdonald is now in his place in the legislature. The Colonist congratulates him upon his renewed health, and hopes that he will long be able to occupy the honorable position which he at present fills.

It is pleasant to read that there is a great revival of interest in the development of the Eastern Provinces. That part of Canada possesses the elements of great industrial prosperity, but so many of its people have been drained away, first to the United States and later to our own West, that its progress was retarded. But there are good times coming. It is said that last year was the best that Nova Scotia and New Brunswick have ever known.

A New York despatch says that $2,160,000,000 value has been wiped out of the stock market during the past few months by reason of the slump in values. This is glorified tommy-rot. The price to which the thimble-riggers of Wall street had worked up stock may have been lowered by that amount, but the values are greater today than they ever were. In plain English what the despatch signifies, if it is true, is that the water and hot air have been squeezed out of the stock market.

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COFFEE BIGGANS, grey enamel copper asbestos cushion bottom, enamel spout, wood handle, riveted, $2.75 and $2.50
COFFEE BIGGANS, French style, with polished tin percolator, in grey enamel, $1.25 and $1.50
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DUSTERS, made of Ostrich feathers, each $3.00, $2.75, $2.50 $1.75 and $1.25
DUSTERS, made of wool, each 35c and 25c
STOVE BRUSHES, flat, with handle, each 75c, 65c, 50c, 35c, and 25c
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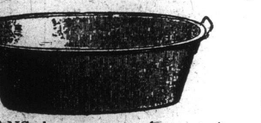

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MILK OR PUDDING PANS, in grey enamel, 12 qt. 60c, 10 qt. 50c, 8 qt, 45c, 6 qt. 40c, 4 qt. 35c, 3 qt. 30c, 2 qt 20c
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SAUCEPANS, straight, seamless, grey enamel, extra deep, long handle, tin lid, each 40c, 45c, 60c, 65c, 85c and $1.00
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SAUCEPANS, shallow lip, grey enamel riveted handle, polished tin lid, 30c, 35c, 45c, 55c, 60c, 65c, 80c, 90c, and $1.10
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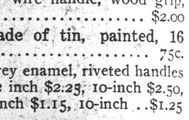

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