

The Colonist.

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THE SEMI-WEEKLY COLONIST

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DOCKS AND SHIPBUILDING

We take advantage of the presence of Lord Charles Bessford in the city to direct his attention to a few salient points in connection with the importance of the harbors of Victoria and Esquimalt in relation to the expanding trade of the Pacific, and the matter of imperial naval defence, for we think it very advisable that a gentleman of such ripe experience as he and so thoroughly able to speak upon such a subject, should not be allowed to come and go without mention being made to him of a matter that many deem of vital importance. It is not necessary to go into details, for to a naval man things will be self-evident that to a landsman might require argument. Moreover we should not care to assume an ability to advise so capable an authority on a subject of this kind. We may, however, direct attention to some facts that may help him to reach a conclusion, if he considers the matter worthy of his attention. These facts are as follows: The early completion of the Panama Canal is expected to revolutionize the commerce of the Pacific Ocean. The canal charges are likely to render it desirable that ships of the largest size practicable shall be employed in traffic through it. There are no docking facilities on the Western Coast of Canada equal to the requirement of large vessels. The size of steamships engaged in trans-Pacific commerce is constantly increasing.

There are no facilities here for the docking or repair of modern ships of war except of the smaller class. There are practically no facilities here for steel shipbuilding. There are on Vancouver Island abundant stores of excellent iron ores, inexhaustible supplies of coal, plenty of limestone, and all so situated that they can be readily assembled at or near Victoria. The approach to Victoria and Esquimalt from the ocean is exceptionally favorable as regards the freedom of the waterway from rocks or shoals. A very large proportion of the grain grown in the Prairie provinces can be more readily shipped to a market via the Pacific Coast than by any other route.

In the opinion of the people of this city the above factors justify the claim that the necessary steps ought to be taken to secure the construction of a large modern dry dock at Esquimalt, the improvement of Victoria harbor on an extensive scale and the establishment of a steel shipbuilding plant here. We think that in the interest of the defence of the frontiers of Canada and as a contribution by the Dominion to the naval defence of the Empire the establishment of a shipbuilding plant and the construction of a great dry-dock would be of prime importance. As we have said, we do not intend to argue the case at all, but we are sure that the people of Victoria would be very glad if Lord Charles would take occasion before he leaves the coast to investigate this subject, and express an opinion upon it either now or at some later date.

We would like to repeat something with which the Colonist readers are by this time fairly familiar, but which cannot be too strongly impressed upon all persons, who give their attention to imperial problems. It is that in all the vast sweep of coast line around the Pacific from Cape Horn on the south to Behring Sea on the north and thence southward again to Hongkong, the only territory over which the Union Jack flies is the six degrees of latitude which are covered by the coast line of British Columbia. Six degrees of latitude out of one hundred and sixty-three, and this coast line is the frontier of lands inhabited by one-third of the population of the world.

LOD CHARLES BESSFORD

The members of the Canadian club will have the honor and pleasure of entertaining Lord Charles Bessford at luncheon today. Lord Charles has achieved a distinction such as falls to the lot of few people. His name is a household word. He stands in the public imagination for the best traditions of the British navy. He is representative of the spirit that has made the British flag honored all the world round. Whatever views one may entertain of the distinguished admiral's delinquencies on the various subjects, which he has from time to time discussed and may hereafter deal with, and we are sure that no one will be any more ready than he to accord to others the same right to think and speak freely as he himself claims, no person has ever questioned or ever is likely to question that his

utterances, as in his acts, he is inspired by loyalty to the Crown and a fervent belief in the destiny of the Empire.

We can assure Lord Charles Bessford that nowhere in the broad dominions of His Majesty will he find a people who are truer at heart to the traditions, which he has so staunchly upheld all his life, than those who will greet him today, and they are in this respect thoroughly representative of the sentiment of the whole community. There are differences of opinion between us on many points. We may not all see eye to eye upon those questions which to him as a sailor appear of especial importance; but we are as one in our determination to maintain the connection with the Motherland, whose history is our glory, whose institutions are our model and whose strength must of necessity play a large part in our defence.

We are requested by the Canadian club to say that tickets for the luncheon can be obtained either at Hibben & Co.'s or the Victoria Book & Stationery Co., and the luncheon will be served at the Alexandra club rooms at 1 o'clock.

FAITH IN THE FUTURE

The aptest comment on a city's belief in itself is to be found in the amount of municipal work being undertaken. Victoria can boast of more street construction under way than any other city on the continent. This is a proud boast as well as a fact that can only be regarded as little less than astounding. When we take note of the fact that the ratepayers are providing a payroll of close upon \$150,000 per month, and that this is being done irrespective of the amounts paid out by the various paving companies having contracts under way in different parts of the city, it provides matter for the utmost congratulation. The population of the city is only some fifty or sixty thousand, yet this population is showing unbounded faith in the future. We question if very many of the citizens have any real conception of what is going on in their midst, and we strongly recommend them to find the time to take a look around and find out how their city is being made one of the most up-to-date in the matter of paving programs seems to be carried out in a most workmanlike fashion, and City Engineer Smith and his staff must be having a busy time these days. Mr. Harry Worswick, the inspector, informs the Colonist that he visits all points where work is under way thrice daily.

HARBOR IMPROVEMENTS

The matter of harbor improvements comes very closely home to the people of Victoria at the present time. We are not desirous of precipitating matters unduly, and it is quite too soon to address Ottawa with any representations on the subject. Mr. Borden has yet to form his cabinet and this with the ensuing by-elections will of necessity occupy a week or two, even assuming that there are no contests, and we suppose it may be taken for granted that none of the new ministers will be opposed. A week or two more will be necessary to allow the ministry to settle down into harness and to decide upon its general lines of policy. But in the course of not more than a couple of months Victoria ought to place her case before the government backed up by all the information that can be got together.

During the election campaign not very much was said in the Colonist upon this question. There seemed to be only one side to it, and that being the case there was no reason for making any arguments. But knowing Victoria as we do, and knowing what strength there is in a representation made by a united community, we think it advisable to begin at an early date to stir up public opinion to the point where it will express itself in a manner that cannot be misunderstood. We want to impress upon the incoming administration that we look upon the establishment of a port of the very first order at Victoria as essentially not only in the interest of this locality, but also as a work for the general advantage of Canada. There is a special committee of the Board of Trade appointed to deal with this subject. It has done useful work in the past, but its great opportunity is now at hand. At an early day this committee ought to get to work and go into this matter with energy and at considerable detail. It may be that some expense will be necessary too, and if so we have no doubt that the business community will provide for meeting this. It will not be claimed that as yet such a scheme of harbor improvement has been found as can be recommended to the Dominion Government in all its details. The general outline is not a matter upon which there is very much difference of opinion, but when we go to Ottawa asking for an expenditure of three or more millions, we ought to be in a position to say specifically what we want the money for. In other words we ought not to ask for an appropriation and leave it in the hands of the Public Works Department to determine what

shall be done with the money. We ought not to ask the acceptance of a plan prepared on insufficient information. What we ought to do is to submit to the government a definite plan and ask for the money to carry it to completion at the earliest possible day. At an informal meeting of some members of the above committee with a very prominent railway man a week or so ago, he was asked if he had any suggestions to make in the way of harbor improvements. He said that he had none except that the committee should consult a first class harbor engineer before recommending the government to adopt any particular plan. Out attitude on this subject may be thus defined: To determine at the earliest possible date upon the general plan of harbor improvement that seems necessary; to obtain an approximate estimate of the cost of the work; to secure the recognition of the work by the incoming ministry as a part of its programme; to obtain from parliament when it meets a substantial appropriation towards the work, and meanwhile to investigate the matter of details very thoroughly so that we may be in a position to advise the department as to what is really required and the order on which it is required. The more the Colonist has examined this question, the more it is impressed with the fact that as yet no one knows just what is wanted apart from the two salient features which must form a part of any plan, namely, the building of breakwaters to form a commodious outer harbor, and the deepening and enlargement of the water area in the inner harbor. Of course when we speak of enlargement we mean the area at low tide.

The subject is one to which we shall direct further attention, for it is the most important thing now to be considered in connection with the future of this port.

ITALY AND TURKEY

It is hard to understand the situation that has arisen between Italy and Turkey. That the former should desire to have a protectorate over Tripoli is easily understandable, but it certainly has come as a genuine surprise that Italy feels justified in proceeding to hostilities to enforce any claim she may have. If war breaks out, it will with difficulty be confined to the two powers directly interested. France is said to be satisfied to give Italy a free hand, and possibly this may have some bearing upon the prospective settlement of the Moroccan question, for if the Triple Alliance is to stand, the occupation by Italy of such an important part of the African littoral would be very acceptable to Germany and Austria. As yet Great Britain has not been mentioned in connection with the incident, but as the power in control in Egypt she can hardly be a disinterested spectator. Tripoli adjoins Egypt, although the region where the two countries are contiguous is chiefly a desert. The Sultanate lies between Algeria and Egypt, that is between France and Great Britain in one sense of the term. It has a very long coast line, but not many good harbors. Possibly if we see in this movement on the part of the Triple Alliance a desire to offset British and French control, as far as possible, of the southern shore of the Mediterranean, we shall not be far astray. The despatch of General Lord Kitchener to Egypt possesses fresh interest in view of the possible explanation.

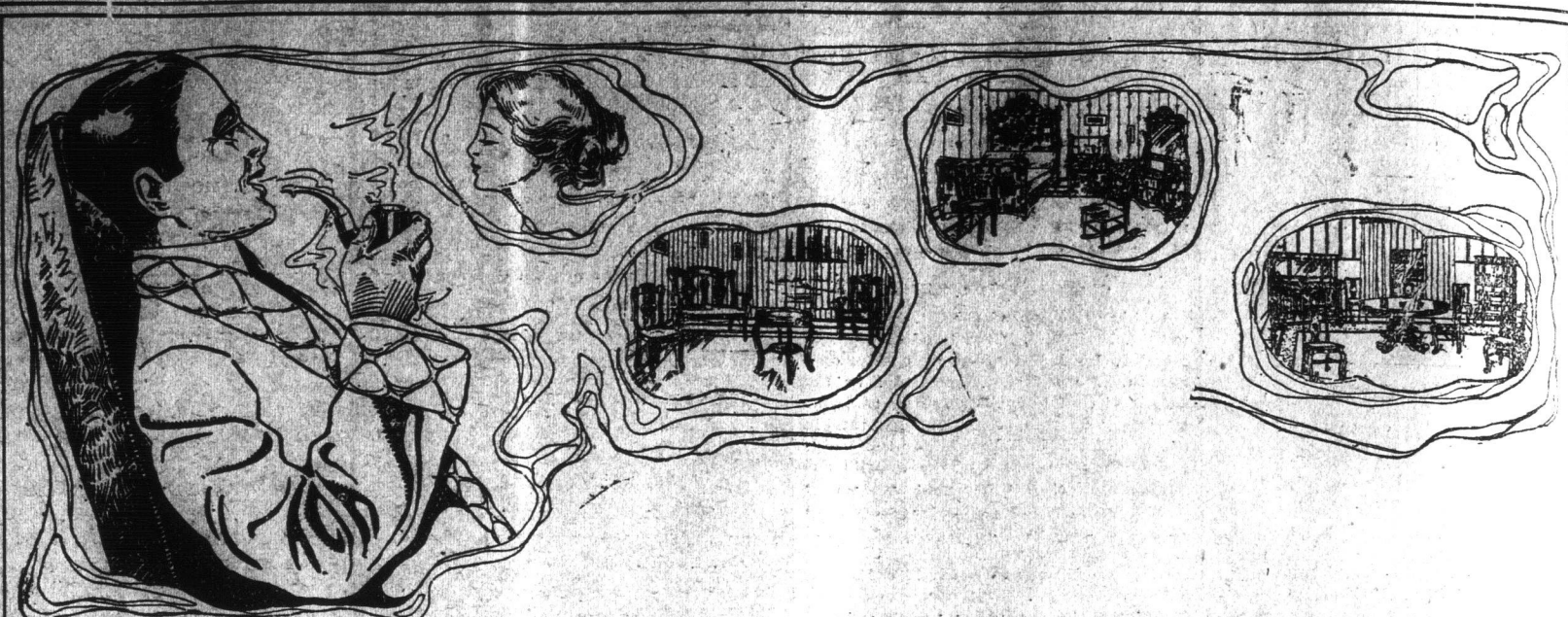
The task of conquering Tripoli, if the Turkish authorities should put forth all their power, might not prove very easy. Italy's experience on the Red Sea littoral was not such as is calculated to encourage a hope that she can give any too good an account of herself against the disciplined troops of Turkey, whose fighting qualities are of the best. It is very much easier to talk of displacing the Sultan from any territory he may possess than it is to get him out.

It is not announced in the despatches whether or not the Italian demands extend to the dependencies of Tripoli as well as to the parent state. Tripoli proper is not very large, its area being only some 40,000 square miles; but it is unlikely that Italy's ambitions would be content with this.

We are inclined to look upon the recent telegrams as somewhat exaggerated. It is hardly possible that any landing of Turkish troops can have occurred, or that the Turks can have captured any Italian steamers. If things had reached this stage we would have been told something about the movements of the Mediterranean fleet.

Pilotage Rates Slashed

PORTLAND, Ore., Sept. 28.—Pilotage rates have been slashed to pieces since the arrival of the Seattle tug boats on the Astoria bar. The pilotage bill on the Strathblaine is less than \$250, and the regular price a month ago would have been \$750. Both tug boat companies, the local company being operated by the Port of Portland, a state institution, are keen after business, and are cutting rates and affording a splendid bar service. The local company advanced the wages of its captains from \$150 to \$200, and the engineers from \$140 to \$150.



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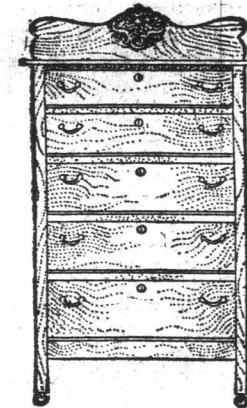
About Our New Furniture Department

For several weeks past we have had a number of men busily engaged in making many alterations on our third and fourth furniture floors. The work has now been practically completed and the alterations has just made this department of ours like a new store. We have gone to no end of trouble to make this department more attractive for you. It has always been the leading Furniture Store, and these many alterations make us easy winners. We want you to come in and see the latest improvements. Also inspect the magnificent showing of furniture which has now been displayed so as to make it easy for you to inspect and select. Come today.

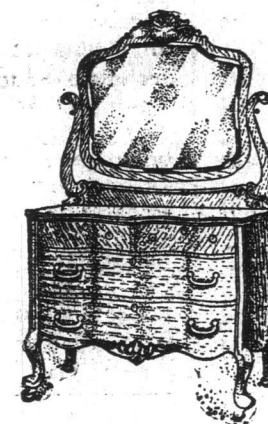
Get One of These for Your Bedroom



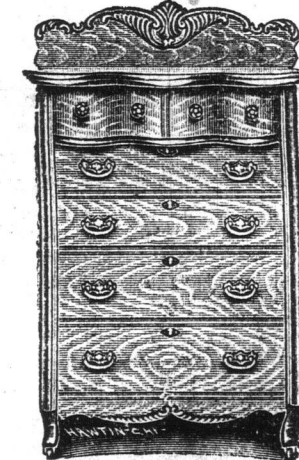
DRESSER, GOLDEN FINISH \$15.00 Dresser, 34 x 18, golden finish. Mirror 20 x 28; has three large drawers. Splendid workmanship throughout, and exceptionally good value at the price of \$15.00.



CHIFFONIER, GOLDEN FINISH \$9.00 Chiffonier, golden finish, 57in. high, 30in. wide, 18in. deep; has five large drawers. Well finished; every drawer works like a charm, and the price is certainly right at \$9.00.



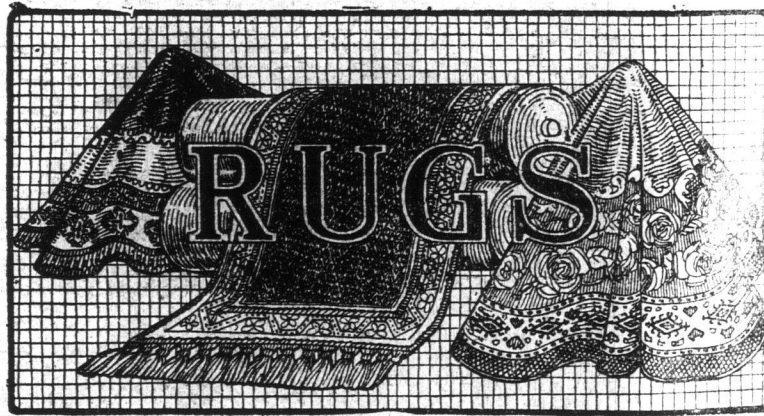
DRESSER, GOLDEN FINISH \$10.00 Dresser, golden finish, 72in. width 32in., depth 17in. Mirror British bevel, 14 x 24 or 16 x 20; 3 large drawers. This well made dresser is very fine value at \$10.00.



CHIFFONIER, GOLDEN FINISH \$12.00 Chiffonier, golden finish, top 18 x 33; has five big drawers and two small drawers at top. Substantial in every way, with the exception of the price which is only \$12.00.

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App

The question of exercising the mind John O' Groat's to moment in the his many years since learn—was rendered the reign of Elizabeth person should exert without having ser apprenticeship. In consequence of this legislation relating to apprenticeship, and apprenticeship act.

In the days when youth, youths were years. The master man. In many of substantial premiums considered no more the learner in his "under a qualified these terms being burse the latter by celled. This was a only effectual me should enable a m vantage. The reg the only one whos The rise of trade fall of the old tr that artisans felt powerful and order operation of the demand. The ad are obvious, and the or degree by which man, who has pas prenticeship may a man who has not meet with approva

But it is the m ship for a term of sionable period of emphasizing. The ter and apprentices dition to the fulfill enforceable at law discipline is enfor inculcated, punctu quired, and the aient, skilled artiza into a successful citizen. In any e master has, in o "made a man of B fingers' ends," and with confidence i battle of life."

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When the age at fourteen, it wa this should be the jority. It has, how Moreover, the is that in large tow lessness or selfish parents, or their forethought, for t very little voice in ard, immediately c pations in which they can earn wigh them independent claim for the low and whence, if th truded when they

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(1) The recrui sive army of un merely brute labo (2) The illegit successive relays of adult workers. (3) The failure physical develop (4) The creat