

The Colonist.

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THE SOUTH POLE

Has anything been accomplished now that the South Pole has been reached, that is anything worth while? There need be no difficulty in answering this question in the affirmative, for it is certainly desirable that mankind should know something about every part of the globe. The ease with which the South Pole has been reached, that is in comparison with the difficulties that have attended the journey to the North Pole, is to be explained in several ways. One of them is that the two "ends of the earth" are very different physically, for whereas at the North Pole there is a sea covered with ice almost always in motion, the South Pole is the centre of a great land, mass. Captain Amundsen tells us that the South Pole is situated in a great plain, and the description of his journey shows that no very great obstacles had to be overcome. In north polar exploration conditions were quite otherwise. In Sir George Nares' description of his famous expedition he tells of having to cross ice thrown up into such ridges that a mile a day over its surface was good progress and would be made only to have it appear that all the while the ice was moving southward, so that the gain in latitude was even less than a mile. Another reason is to be found in the better appliances that are now available to explorers. The Fram's party were quite comfortable during the winter when in camp, and the hardships attendant upon their traveling were as nothing compared with those that befell explorers in the North in years gone by.

Until the return of the expedition the value of any discoveries it may have made must be uncertain. We do not expect to be told very much that will be of practical present utility, but it may be that what has been learned may serve as a stimulus to further exploration. So far as is known the whole Antarctic continent is a great waste land, that is never to be occupied by human beings. Precious metals shall be discovered, but it is premature to expect positive opinion on this point.

WINSTON CHURCHILL

It is considerable talk about the death of Mr. Asquith from the office of Prime Minister, although he himself has said nothing to warrant such an opinion, and very naturally something is being said about his probable successor. Sir Edward Grey was at one time mentioned frequently in that connection, but in answer to this suggestion it was pointed out that he is essentially an aristocrat, and a very exclusive one, and that while he is undoubtedly endowed with great abilities, he possesses none of the personal magnetism that is requisite in the successful leader of a democracy. Mr. Lloyd George is thought by some to be the coming man, but while his popularity with the masses is beyond a question, it is thought that few of the old Whig families would be willing to give him their support. Mr. Winston Churchill is now being talked of as Mr. Asquith's successor. Concerning his abilities there is no question; nor is there any concerning his courage. He has done a great deal of good work, and while he is progressive enough to suit all but the most advanced Radicals, he is by no means out of sympathy with the moderate Conservatives. It is said of Mr. Churchill that his own political views are not as yet very well settled. He is imperial in his ideas, and by no means a disbeliever in armed force. He is also a man who looks ahead, and unquestionably has visions of the future, which have not yet found expression. Of all British public men he is the most in the limelight at present, and he is not unlikely to remain there for some time to come.

THE ESQUIMALT NOMINATION

We are in receipt of the following letter of yesterday's date with enclosures: Dear Sir,—I enclose you herewith in connection with the Esquimalt Electoral District copy of telegram sent by me yesterday to Mr. McBride and his reply of the same date.

May I ask you to kindly insert both of the above in your issue of tomorrow morning.

Yours faithfully,
R. H. POOLEY.

P. S.—I may say I have forwarded a copy of the premier's reply to both Mr. Helmcken and Mr. Jardine. R. H. P.

Premier McBride, Kaslo (please forward) Esquimalt convention by 150-50 gave me nomination—it is claimed government favor other Conservative nominees. Would you wire stating as leader of party whether nominees of convention has your undivided support.

R. H. POOLEY.
R. H. Pooley, Pooley, Luxton & Pooley, Victoria.
As nominee of convention you will

certainly be recognized as government candidate.

R. McBRIDE.

The only inference that Mr. McBride could possibly have drawn from Mr. Pooley's telegram was that the latter had been nominated at a convention attended by Mr. Jardine, who had submitted himself to its decision. If Mr. Jardine had placed himself in the hands of the convention he would have been bound by the result, but he was not present, and Mr. Pooley was careful to leave Mr. McBride in ignorance on that point. If Mr. McBride had known the facts, as they are known to every one who has taken an interest in the politics of Esquimalt district, it is altogether improbable that he would have sent the reply he did. He would have learned that the circumstances attending the calling of the convention were such that no other candidate than Mr. Pooley had the slightest chance whatever for nomination. Mr. Helmcken, who did not know the facts, having only recently returned from California, attended and soon realized that he was as a lamb led to slaughter. He immediately declared that he would not be bound by the decision of the assembly. The statement is freely made that a very large number of those present and claiming to be the spokesmen of the Conservative Party were herded for that purpose by Mr. Joseph Ball, saloon keeper of Esquimalt village. Mr. Jardine knew in advance what was going to happen and he declined, as the Colonist declines, to accept the vote of such a convention as expressive of the wishes of the Conservatives of Esquimalt. Mr. McBride's telegram having been sent without a full knowledge of the facts, without, indeed, his knowing anything except that Mr. Pooley at an alleged Conservative convention called by himself, had been chosen over a candidate, whose name was not mentioned but who might reasonably be supposed to be Mr. Jardine, he has been placed temporarily in a position which he ought not to have been made to occupy by any one seeking his support.

Mr. Pooley's very close identification with the Esquimalt Water Works company is of itself a reason why a representative Conservative convention would not have been likely to have chosen him as a candidate. The manner in which one of his strongest supporters, Mr. Arthur Peat, permitted that company to obstruct the highway last year at great inconvenience to the public, and at a cost to the province of \$20,000 is of itself a reason why the influence of that company in the constituency ought not to be allowed to become any greater than it now is. We have referred above to the position in which Mr. Helmcken found himself at the convention, and Mr. Jardine recognized that he would be placed in it if he attended the gathering. We know that we state the position of these gentlemen when we say that if the convention had been regularly called according to the practice now prevailing in most constituencies, a convention consisting of representatives chosen by the several districts within the boundaries of Esquimalt, Mr. Jardine and Mr. Helmcken would have placed themselves in its hands and abided by its results. It is high time that there was an end to such tactics as were exhibited at the Esquimalt convention.

We are sorry for a contemporary when it cannot take a little joke.

The Prince of Wales will matriculate at Magdalen College next Michaelmas.

The Admiralty is about to construct a motor battleship, and proposes to do so in record time. Mr. Winston Churchill is nothing if not up to date.

What is going to be done with surf-froggies? They will not obey the law, and when punished for violating it, they are riotous. Such persons are demonstrating their absolute unfitness for the privilege they claim to exercise.

The Canadian Courier thinks the chief interest in the British Columbia elections lies in the prospect of the election of Socialists. No one seems to regard the prospect of the election of the Liberals as worthy of consideration.

Unrest seems universal among coal miners. Not only is the great strike in the United Kingdom still unsettled, but in Prussia, Austria and the United States serious trouble is brewing. Even in France a 24-hours' strike has been ordered not because of any local dissatisfaction, but to show sympathy with strikers in other countries.

Some of the English papers are saying that Ernest Terah Hooley has reached the end of his tether because he has been sent to jail. Don't be quite sure about this. There are a good many people in England who believe that he has never been anything else than a victim of the persecution of certain "guinea pigs," whose performances he exposed. We are not suggesting that this is the case, but more than one of the popular weekly papers has said so.

GERMAN MAGNATE AND SON AT OUTS

Young Man Incurred Debts of Some Millions of Dollars and Dispute Has Arisen Over Settlement

BERLIN, March 12.—Herr August Thyssen, the multi-millionaire steel and iron magnate, known as "King" Thyssen because of his enormous industrial and financial power, is engaged in an amusing controversy with his eldest son over the settlement of the latter's debts, aggregating \$3,750,000. The son, who is now serving a sentence in the fortress of Magdeburg for duelling, was declared a bankrupt a

year ago, his liabilities consisting principally of loans incurred in the course of his luxurious life in Berlin. Herr Thyssen, sr., notified his son's creditors that he would pay all legitimate claims if his son would renounce his right to any further inheritance and declare himself satisfied with an annual allowance of \$20,000.

The young man has scornfully rejected the proposal. In a letter published he says:

"What should I do with an income of \$20,000? For personal requirements I do not need more than \$3,000. But that I should renounce my rights as heir to myself and my mother—that is something you cannot expect of me. The size of my share has been variously estimated, but no expert denies that it is less than \$15,750,000."

"Please pay all my creditors, not only those you consider legitimate, but all those claims the courts found correct. Then I will give up my rights under the arrangement you have already made, but you must in return guarantee me my legal share of your fortune. Every shilling you pay my creditors shall be deducted from my inheritance."

The refusal of young Thyssen to negotiate with his father, whose fortune is somewhere between \$45,000,000 and \$60,000,000, is due to the fact that his credit is still unimpaired. A number of people have offered to lend him anything he wants up to a million or two.

WHAT THE WORLD'S PRESS IS SAYING

Baby Republic Needs Leading

A baby republic of China has difficulty in standing on its feet. It has been trying to run before learning to walk. With a flourish of trumpets Dr. Sun Yat-sen and his coterie of well meaning but impractical reformers at Nanking announced to an astonished and rather skeptical world that the impossible had been accomplished, that the centuries old monarchical regime in China had given way, as at the touch of a magic wand, to a republic of the most approved Occidental type, that the sleeping dragon had at last awakened.—New York Sun.

U. S. and Foreign-Built Ships

We should not labor under the delusion that American money does not go into sea-carrying bottoms, for it does. Upon one occasion, a little more than two years ago, James Rolph, of San Francisco, said that there were more than 20 British ships in that harbor owned every one of them by San Francisco capitalists. Why not let that money into the development of coastal commerce, and convert it to a factor in the creation of genuine water competition? The fact is that the tonnage of the world is greater than the demand, and the establishment of American registry of foreign built ships will enable the American shipper and the American public to profit by the fact as they should.—Portland Telegram.

The Coal Strike

Let us remember that if this peril is to be averted—and the slightest peril of the problem is still before us—temper is a quality of absolutely vital importance, and that random denunciations of one interest or the other can do nothing in the world but harm. In the great task of industrial statesmanship in which Mr. Asquith has taken the first step, the public, as well as the chief actors, have a duty to perform. It is their obligation and their interest to make an earnest endeavor to understand the pros and cons of a matter in the settlement of which the vast force of national opinion must play a great if an indirect part. Most of the deliberations hitherto have been carried on behind closed doors, not greatly to the public advantage. If they are now to appear in the daylight, let us, as lookers-on, consider them without prejudice and with the calm proper to the contemplation of momentous events.—London Telegraph.

Panama Canal Tolls

Vice President Scherwin of the Pacific Mail Steamship company is in Washington to make a fight against free tolls for use of the Panama Canal. If Mr. Scherwin considered only the interests of the steamship company which he represents, he should favor free tolls, because the cheapening of transportation by sea would vastly increase the commerce of the isthmian route and would therefore greatly advantage the Pacific Mail company. But that corporation has never been anything better than a dummy proposition, worked in the interest of the overland railroads to hamper and obstruct competition by sea between the Atlantic and Pacific coasts. Of course, the company, fulfils a useful function in the maintenance of the Atlantic line, but on the Panama route it has never been anything better than an obstruction to competition. Its record in this particular is so bad and so notorious that any recommendations coming from that source must be regarded with suspicion. Indeed, the opposition to free tolls is directly in line with the company's known policy of placing obstacles in the way of competition by sea. The Pacific Mail can afford to lose money on its investment if it can divert the main volume of intercoast traffic to the overland railroads. All this is mistaken policy on the part of the railroads. They can not stop competition by sea, and the sooner they undertake to adjust themselves to the new conditions the sooner they will begin to make money by the operation. The bulk of the intercoast trade will go by sea in any event after the canal is opened, but there will be just as much business for the railroads in the haul to and from the interior.—San Francisco Call.

Sack of Canton

LONDON, March 12.—According to the Peking correspondent of the Daily Mail, a report from the Chinese capital says that the eastern part of the city of Canton has been burned and sacked by disbanded soldiers.

Five Dead in Hotel Fire

ST. JOHN, N.B., March 11.—Fraser's hotel at Plaster Rock, N. B., a well known commercial house was destroyed by fire tonight. Five guests whose names are unknown, were burned to death and ten others had a narrow escape.

GO-CART DAYS, THESE

GET A GO-CART FOR THE WARM SPRING DAYS

The last few days have been days when every baby in the city ought to have been outside breathing health. If you have a little baby in your home and you haven't a comfortable Go-Cart come down here right away and choose from this splendid stock we offer.

To make the matter of owning one

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Body—Reed, oak finish. Upholstering, plain top.
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FOLDING GO-CARTS, \$4.75

Wood seat and back latest design. 4 rubber tire wheels, folds with one motion. Specially made for us. Price with hood, \$4.75



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With blue leather sides, upholstered leather seat and back. Same as illustration. Splendid value. Just the Go-Cart that will suit you in style and price. Only.....\$10.00

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Now, when assortments are most complete, and before the real rush begins, is an excellent time to do the Carpet-choosing—it's the best time. Come and choose from a magnificent collection of Carpets and Rugs—much the best showing in the Province. The work of making and laying is done by expert workmen, and absolute satisfaction is guaranteed you here. Try us with your Spring needs in Carpets.



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TWO AT \$16.00 EACH AND ONE AT \$18.00

97-PIECE SEMI-PORCELAIN DINNER SETS, \$16.00

These two new 97-piece Dinner Sets at \$16.00 are of different design, one design being of Key Border and Chain, while the other is a Chain of Green. They are splendid value and can now be seen displayed on tables on our First Floor.

The pieces included are as follows:

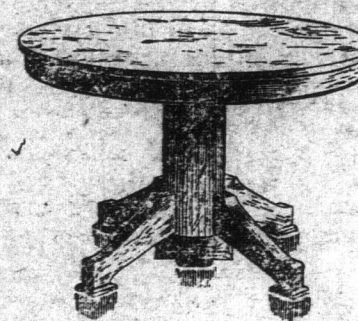
12 18in. Flat Plates	12 Teas and Saucers	2 Covered Vegetable Dishes
12 6in. Flat Plates	1 10in. Flat Dish	2 Covered Gravy Boats
12 5in. Flat Plates	1 12in. Flat Dish	1 Cream Jug
12 7in. Flat Plates	1 14in. Flat Dish	1 Slop Bowl
12 Fruit Saucers	2 Bakers	

The Set at \$18.00 is also of 97 pieces and is of a Key Border pattern in Buff and Gold. See these today.

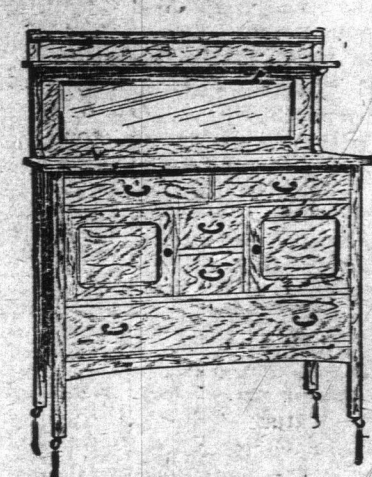
ECONOMICAL BUYERS WILL RECOGNIZE THESE SAVINGS



Royal Oak Buffet—In Early English finish as illustrated above. Has British bevel mirror 8 x 36in. Lined cutlery drawer. We recommend this as one of exceptional merit. Price.....\$25.00

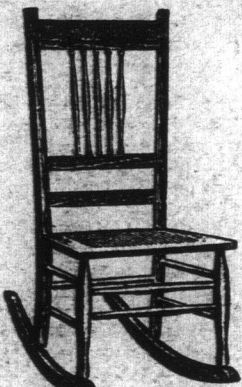


Dining Table—Built of fumed oak, full 6ft. extension, with square pedestal. A handsome table, well built and strong. Price.....\$40.00



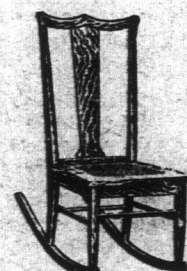
Buffet—Built of solid elm in the new design, shown above. Has 22 x 48in. top and 10 x 38in. British mirror, in the Early English finish. Price.....\$30.00

THREE EASILY PRICED ROCKING CHAIRS

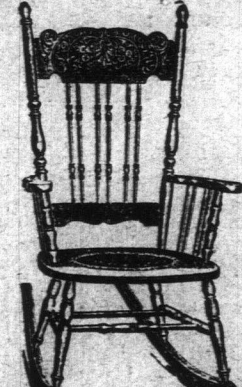


ROYAL MAHOGANY ROCKER

\$2.00
Pretty spindle back, good cane seat, turned rungs at bottom. Same as picture.



Solid Elm Rocker—Comfortable, roomy, with solid seat. Heavy spindled back with arms. Strong and cheap at.....\$3.00



MAHOGANY ROCKER, \$4.50

This is a handsome Rocker and has cane seat, panel back, heavy rung bottom. Same as picture. Good value.

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