

The Colonist.

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THE SEMI-WEEKLY COLONIST

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A QUESTION OR TWO

Between now and election day our Liberal friends will tell the electorate of many things which the government ought to have done in the way of railway construction; but we wish they would make it convenient to tell us:

If any railway company, other than the Canadian Northern and the Kootenai River Valley company, was prepared to make the government an offer to construct any line of railway in the province, which is not provided for by the two contracts which the government has submitted to the people.

If they do not think a railway from Victoria to Barkley Sound will be a good thing.

If they do not think an up-to-date car-ferry connecting Vancouver Island will be a good thing.

If they do not think a railway from the Coast to Hope on the South side of the Fraser will be a good thing.

If they do not think a railway from Kamloops to Yellow Head Pass will be a good thing.

If they do not think it a good thing to link these lines up as a part of a transcontinental railway.

Suppose our opposition friends drop personalities for a little while and answer these questions.

G. T. PACIFIC PLANS.

We have a Vancouver despatch this morning which says that the Grand Trunk Pacific Branch Lines company is contemplating the construction of a line from Yellow Head Pass to Vancouver by way of Lillooet. We shall not be at all surprised to learn that this is true. Indeed, it is just what we would expect the Grand Trunk Pacific to do, for by so doing it would get a line through virgin country, and would be able to reach Vancouver Island by way of Bute Inlet with a minimum of construction. This was one of the suggestions to Sir Charles Rivers-Wilson and Mr. Hays when they were here a month ago.

That the action of the provincial government in assisting the Canadian Northern may have spurred the Grand Trunk Pacific to action, we can very easily believe, as we have already suggested that such would be the case. We should not be surprised to find the Grand Trunk Pacific coming forward with proposals looking to the construction of a railway by the route proposed, with connection with the Island, and if they are made, and are at all reasonable, we bespeak for them favorable consideration.

THE SKEENA INDIANS

According to press despatches of yesterday, a somewhat serious situation has developed on the Skeena, although we think the reports are much exaggerated. The Colonist has been aware for some time of the attitude of the Indians towards the white people; but has refrained from saying much about it in the hope that the former would realize that their absurd claims cannot be recognized.

It has been of the opinion that the Indian Department did not fully appreciate the gravity of the situation, but for a long time, so lest injustice might be thereby done. We are not now referring to the local officers of the Department, but to the responsible heads at Ottawa. We have reason to think that representations have been made to the federal government that any uneasiness that existed was due in some way to the provincial government. However, this may be, it is evident that Mr. Templeman, who is the representative from this province in the Ottawa ministry, and member of the House of Commons for the constituency in which the unrest exists, has not grasped the real nature of the trouble, for we are sure that, if he had done so, he would have urged upon the Department the necessity of something being done to avert possible trouble. Things have come about a good deal as we were led to expect; that is, the Indians became openly troublesome as soon as winter showed signs of setting in.

The attitude of the Indians is not due to their own initiative. They have been exceedingly badly advised by false friends. The idea that they are the sovereign lords of the whole country has been instilled into their minds by designing men, and it has been fostered by the extraordinary position taken by certain newspapers, especially in connection with the Songhees Reserve. Over and over again it has been asserted that the Songhees could not be deprived of what they claimed as their rights without the consent, and that any attempt to compel them to vacate the smallest part of the land they occupy would be a violation of solemn rights secured to them by treaty. This view has been advanced by the newspaper, which may be assumed to speak for the Minister of Indian Revenue, and we have not the least doubt that the utterances of that paper have been used to excite the Skeena Indians to an exaggerated idea of their status under the law. We do not suggest that the views referred to were expressed with any such intention; but it is a fact that certain advisers of the Indians have been laboring to convince them that they had

valuable rights, which they had never alienated, and that in the hands of these advisers everything said, that was calculated to support such a position, had been made the most of.

We hope the situation will not grow any more difficult; but we do not disguise from ourselves the fact that it may easily become so. There are a great many white men along the Skeena, and they will not put up with very much from the Indians. There is, on the other hand, a danger that the Indians may have their passions inflamed by liquor, and in that case there is no telling what may happen.

THE CONGO.

The affairs of the Congo Free State continue to demand great consideration, and, as the despatches have already told us, Sir Conan Doyle has put himself at the head of a movement designed to better the condition of the people of that unhappy country. There is considerable popular misconception of what the Congo Free State is, the name being a complete misnomer. The area of the country is put at 900,000 square miles, and its population at 30,000,000, of Bantu origin, and some 2,000 Europeans. It is an exceedingly fertile country, and well watered. Politically its title is the Congo Independent State. At one time it was governed by the Congo International association, which carried on its affairs for two years. In 1885 the present establishment was set up, the state being placed upon the personal sovereignty of the King of the Belgians; but the treaties under which the government was established provided for freedom of navigation of its waterways, free trade, and the abolition of slavery. In 1889 the King of the Belgians conveyed his sovereign rights to the state. Later the Congo administration gave Belgium a ten years option of annexation, and this right Belgium sought to exercise. But the step has not yet received the sanction of the powers, and Sir Edward Grey, British Foreign Minister, thus describes the action of the government on the question:

"We have not yet recognized the Belgian annexation of the Congo. We hope and trust the responsible government—responsible to a free parliament as the Belgian is—will take in hand the Congo and reform it. We ask, before we recognize their annexation, for an answer to two questions. First, is a great part of the native population of the Congo still obliged to labor compulsorily for the greater portion of the year under the guise of taxation? And, second, is the country still closed to trade? If these two questions are satisfactorily answered it is impossible for us to recognize the annexation, because we cannot, by a positive act of our own, counteract the system which existed in the old Congo State, and which successive British governments have so frequently denounced as incompatible with treaty obligations. The Belgian Colonial Minister has lately been on our tour in the Congo, and he has just returned. I trust we shall know soon the result of his visit, because the present situation is one which cannot be prolonged indefinitely. We desire it to be ended by recognition of the Belgian annexation. We do not recognize that annexation till the system of government in the Congo has been changed, and if the situation is prolonged indefinitely it must result in undesirable complications.

It seems difficult to get at the exact facts respecting the Congo. Suppression of news has been reduced to a fine art by those responsible for the administration of the country; but if half the truth has been told, or if the stories, repeated with every indication of authenticity are only half true, the state of the Congo demands the intervention of all enlightened governments.

At his meeting at Alberni, Mr. John Oliver cut the extension of the Barkley Sound railway to the head of Alberni canal out of his programme.

The announcement that Esquimalt is to be the station of two battleships of the Dreadnought type, although it comes by way of Washington, will excite a great deal of interest. We only hope that it is well founded.

The British Campaigners' association will hold an Indian Mutiny Anniversary dinner at the Grand Hotel, at 8:30, at which appropriate speeches will be delivered. The attendance ought to be large, for the occasion is an interesting one.

It ought to be possible to quote the Colonist correctly. The Colonist did not say that the Canadian Northern Railway will open 600 miles of new country. It said it will open five hundred miles of new country.

There is a very decided movement in real estate in the city. This is due in large measure to the confidence of investors that the government will be sustained on its railway policy, for that will mean more to Victoria than anything that has ever happened.

Mr. H. R. Emmerson, ex-Minister of Railways, says it is preposterous to think of Canada participating in the naval defence of the Empire, while there are any branches that ought to be built for the Intercolonial railway. The political vision of Mr. Emmerson extends not an inch beyond the government railway.

Our advisers from all parts of Vancouver Island are exceedingly favorable to the prospects of the government candidates. The hollowness of the Opposition campaign cries is losing Mr. Oliver many votes, which normally would have been given to Liberal candidates. The people of Vancouver Island are tired of politics; they want action, and they are going to support Mr. McBride, because by sustaining his administration an era of rapid progress will be assured.

The statement is made in a London despatch that the Budget will remain in operation until Parliament has finally disposed of it. Mr. Asquith asserted quite the contrary in his Birmingham speech. He said that the Budget would fall if it were not adopted by Parliament during the session in which it was introduced. The King's government must be carried on and taxes cannot be collected for that purpose except by process of law. The Budget provides the process, and it will be inoperative unless it becomes law.

Beware of the man who wants you to trade votes. There is a genius operating a political green goods game in Victoria. His modus operandi is as follows: He approaches a man, who usually votes with the Conservative party, and makes a trading proposition. His proposition is that the Conservative shall vote for a Liberal candidate in consideration of his voting for a Conservative candidate. He picks his men in each case on both tickets. That looks as if it were an innocent transaction, and only an effort on the part of a man to do a friend a good turn. Yesterday two Conservatives met, and in the course of conversation it transpired that the same man had asked both of them to vote for a certain Liberal candidate in consideration of his agreeing to vote for a certain Conservative candidate. Now if the genius can do this so successfully, he may be able to trade off his vote for a dozen or more, and yet keep faith with every one he trades with, and on polling day deliver twelve votes for a Liberal candidate at the cost of his own vote for a Conservative candidate. The way to stop such tactics is to refuse positively to trade votes.

We give this warning now, because some persons may be led to make a promise of the kind mentioned and feel that they cannot honorably withdraw from it.

It is rather late in the day to seek to amend the hostility of the people of Victoria by pointing out to them that there will be an important shipping point on Barkley Sound. We expect there will be two, one of them at the terminus of the Canadian Pacific's system, and the other at the terminus of the Canadian Northern's system. We also expect to see important shipping ports at other places on Vancouver Island. There is something exceedingly funny about the manner in which some people advocate the development of Vancouver Island. Ask them if they are in favor of such development, and they will tell you that they are; but when you get down to details they object to everything. They say they are in favor of a railway to Barkley Sound; but when you tell them that the western end of the railway will be at salt water, they see visions of Victoria going to the dogs. Tell them that there ought to be a railway to the north end of the Island, and they will agree with you; but mention that there will be a harbor at the northern end of the line, and forthwith they see blue ruin for Victoria. They want railways on the Island, but they must be lines on which the trains will only run one way. The Colonist would like to see a railway line reaching every harbor on Vancouver Island, and it has faith enough in the advantages of Victoria and the energy of her people, to believe that this city would grow and prosper, not in spite of the prosperity of those ports, but because of it.

Eight Lost in Ship Collision. NEW YORK, Nov. 9.—Eight lives were lost in a collision between the barkentine John S. Bennett and an unknown schooner off Block Island last night. Reports of the disaster were brought here today by the schooner Willa Jones, which picked up two Filipino sailors. Both the barkentine and schooner sank after the collision. The Bennett left here Friday for Halifax laden with coal. Little could be learned from the Filipinos who could not speak English. They said they had shipped from here on the Bennett.

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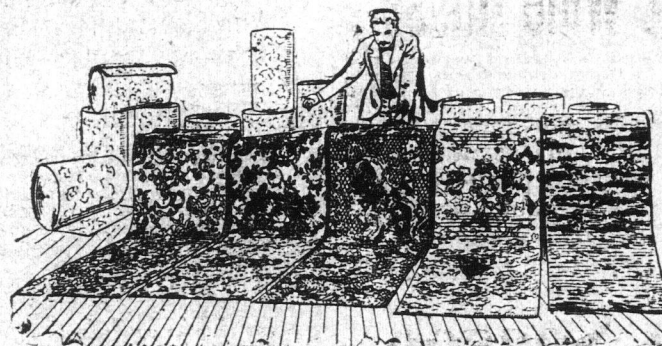
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Big Show of Tapestry Curtains

We invite you to see a special display of new tapestry curtains on our second floor. New curtains just opened and our other recent arrivals combine to make a showing of this style of hangings that is unusually complete and interesting.

Improve Your Diningroom With This Furniture

"Mission Style" Diningrooms Are Decidedly Popular Now

THE popular style of diningroom nowadays is the diningroom fitted in Mission style. The cost is little and the effect of carefully chosen furniture and hangings surprising. No other Western store shows such a complete stock of Mission furniture and no other is so well equipped to "fix up" your diningroom in this way. We stock a broad showing of suitable carpets, curtains and hangings and can promise you saving prices on the complete room's furnishings.

Mission Style Dining Tables from \$15

We show many styles in extension dining tables in the Mission design—finished in that popular Early English finish. Round and square styles in regular and pedestal design are offered and there is a style and a price to suit you here. See what an excellent range we offer at from \$15 to \$45.

Mission Style Dining Chairs from \$2.50

We have about 18 different styles of dining chairs in Mission design for you to choose from and the price range will enable you to do much or little spending. Some have wood seats and some have leather upholstered seats. All are designed with a view to combining style, service and comfort. \$2.50 to \$12.

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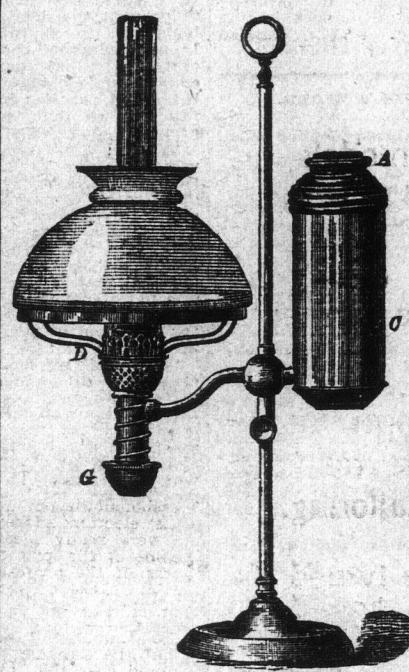
The Most Popular Reading Lamp

A new shipment of those popular Students' Lamps has just arrived and we are now ready to supply you with the most popular reading lamp on the market.

We have been temporarily sold out of these and have been compelled to disappoint many customers. If such good folk will just phone their order we shall be pleased to send one by first delivery. These lamps are made of brass and

we have them in polished brass and in nickel plated brass. They have a large burner of 20 candle power, which burns with a steady flame. It is the family lamp for reading, sewing or study. Complete with 7 in. opal shade, \$5.00. Complete with 7 in. green shade, \$5.50.

Come in and let us demonstrate this lamp to you. Dozens of other lamp styles are shown. Sole agents for the Anglo Lamp.



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Of course you recognize the importance of having your table linen "just right"—the important question is "Where can I get the best value in linen?" Best value doesn't mean lowest price. We never claimed to sell the "cheapest" linens in town but we have always claimed to sell linens that aren't surpassed in quality anywhere and at prices comparing most favorably with any quoted on any brands.

Direct importations from Ireland is the secret. Inspect these.

Unbleached Table Linens at per yard \$1.00 down to 35c
Bleached Table Linens at per yard \$1.25 down to 65c
Table Cloths, 2x2 yds, at each \$4.25 to \$2.50
Table Cloths, 2x2 1/2 yds, from each \$3.00
Table Cloths, 2x3 yds, from each \$3.75
Table Napkins, from, per doz. \$7.50 to \$1.00

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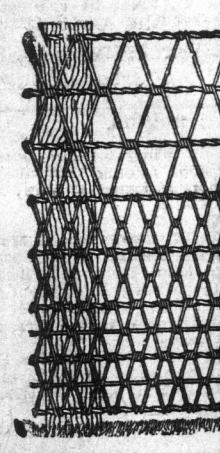
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