

The Colonist.

The Colonist Printing & Publishing Company, Limited Liability
27 Broad Street, Victoria, B.C.

THE SEMI-WEEKLY COLONIST

One year \$1.00
Six months75
Three months50
Sent postpaid to Canada and the United Kingdom.

THE BOWSER BILL

The Vancouver World returns to a discussion of why the Lieutenant-Governor withdrew the Bowser Bill for the consideration of the Governor-General, and we once more decline to discuss the Lieutenant-Governor's act until we have an official statement of the case. Our contemporary is unjust. Mr. McBride when it says that he tried to shield himself behind the Lieutenant-Governor. He had no occasion to try to shield himself behind anyone. There is not the least use in our contemporary endeavoring to mislead the public. The facts of the case briefly, as given to the public by Mr. Templeman and Mr. McBride, are that the Lieutenant-Governor told Mr. McBride that he proposed to hold the Bill for the consideration of the Governor-General. Later the Secretary of State telegraphed to the Lieutenant-Governor asking if the government might take upon itself without holding assent. Substantially all that anyone, except the parties directly interested, knows, or will know until the facts are brought out in a regular way, as we assume they will be. We may all draw inferences, which may or may not be correct. We may assume that the Lieutenant-Governor knew what course the Ottawa government desired him to take in the premises. We may assume that Mr. McBride, in view of the fact that had defied the measure on previous occasions, or for some other reason, understood the Lieutenant-Governor to be speaking in pursuance of instructions. We may assume that, if the Lieutenant-Governor had assented, the Secretary of State that he proposed to withhold his assent, he would have received direct instructions to withhold it. These assumptions may be right or they may be wrong, but until the reasons which influenced the Lieutenant-Governor in telling Mr. McBride what he did are made public, we shall have no real content with ourselves. One thing we do know, that it will be difficult for a provincial parliament to extend ordinary civil treatment to a federal minister if a casual conversation is to be given to the public and be used as a basis of political attack.

OPPOSING VIEWS.

We find in a newspaper, printed in the United States a letter from Victoria in which it is alleged that the papers of this city are claiming that there is a shortage of labor for no other purpose than to pave the way for Oriental immigration. We pick up English papers and we find the Colonist quoted for the purpose of showing the strength of labor for no other purpose than to pave the way for Oriental immigration. It is very easy to account for this divergence of opinion. The writer of the letter referred to is a representative of a class. Sometimes the representatives of the same class call upon the Colonist. One did the other day. He had thought out several reasons why the Colonist had been something on the labor question, but it had never occurred to him that honesty of purpose might be one of them. He took it for granted that there was some plot on foot, and although he could not see just what it was, or how what the Colonist said could be used to oppress labor, it was abundantly clear to his mind that it was its object. We should not pay any attention to such things, if it were not a public misfortune that certain people absolutely refused to credit those who do not think as they do, with even common sense or common honesty. With all the facilities possible for getting the news, with close touch with business conditions, with a reputation to maintain, with a large capital investment which depends for its returns upon the honesty with which the paper carried on, newspapers are not credited by a certain section of the community even with knowing that honesty is the best policy. On the other hand those people who are in a position to decide upon the policy of the Empire look to the newspapers in order to find out what the people are thinking, and they are very rarely misled. We tell those of our neighbors, who do not believe our daily paper is honest in what it says, and who think that truth can only be discovered in fanatical occasional periodicals, that the one aim that all newspapers have is to tell the truth and to comment upon it according to their best judgment. Another caller told the Colonist the other day that he thought there must be some understanding between this paper and the Times as to how the Oriental Exclusion League should be treated, because their accounts of a meeting agreed. As a matter of fact the Colonist and Times never have an understanding, as to how any question shall be treated. What these papers have to say to each other on public questions is said in print for every one to read.

MR. D. J. MUNN'S VIEWS

Many Victorians will remember Mr. D. J. Munn, who lived in this province for some time and is now a resident of Montreal. Mr. Munn, it will be recalled, was a member of the Royal Commission appointed some six years ago to report on Chinese and Japanese immigration into this country. He has recently been interviewed by the Montreal Herald on Oriental immigration generally, and undoubtedly he says what will attract a good deal of attention in the East. We mention that Mr. Munn, as a member of the Commission, was a member of the Chinese head tax at \$300. In his interview he mentions that he thinks the majority of the commission represented the objections of Chinese rather too strongly and he takes exception to the case as stated by the provincial legislature.

Mr. Munn does not think it possible to provide any remedy for that aspect of the labor problem which has to do with Oriental immigration, but says that "a well-defined policy of restricting to reasonable extent Oriental immigration so that it would be

fairly upon all classes is the best that can now be adopted." Mr. Munn refers to the Japanese. As we said of the Chinaman, he has a different standard of morals from ours, and what has been said of the Chinese in this regard applies to the Japanese, and except for breaches of the sanitary laws, the absence of convictions would indicate that he is law-abiding. He often works for less wages, and in some important industries driving out the Chinaman. He comes without wife or family and on a passport which requires him to return within three years for which he has to give bonds, before leaving. He does not contribute to the support of schools or churches, or the building up of homes. He seeks employment in all kinds of unskilled labor and works at a wage that is not wholly inadequate for the support of a white man and his family, and while the Japanese do not live in one particular quarter of the city or town, they are given to overcrowding in boarding houses.

Their presence in large numbers delays the settlement of the country and keeps out intending settlers. This was a fair statement of the case as far as the Japanese are concerned. Mr. Munn thinks that we would have had no influx of Japanese and Hindus speaking of, if the Chinese head tax had not been made substantially prohibitive. He says that if the amount had been put at \$300 white labor would have come in gradually and supplanted the Chinese domestic servants. We do not find ourselves able to agree with this view of the case. White people are indisposed to compete with Chinamen in domestic service and take the view of protesting against his view of the case being accepted as representative of the views of the people of British Columbia. We do take exception to his suggestion that the way to keep out Japanese is to let the Chinese in without having to pay any head tax. Indeed, we find ourselves unable to recognize Mr. Munn's views as to the desirability of restricting immigration with his suggestion that the head tax on Chinese should be removed. On the whole, we do not think that Mr. Munn has added very much in the solution of the problem with which he deals.

NEEDLESS ANXIETY.

Collier's, which has discovered that the whole world is wrong and is laboring under a great deal of needless anxiety to set it right, grows anxious about the future of British Columbia because it says that the building of the Great Trunk Pacific "takes hold of a vast and rich region with a tyrannical grip that makes British Columbia a one-corporation country." If this is true, it is a very good thing, and it is good enough for all purposes and for all that we care to know, that our excellent New York contemporary is right. Collier's, however, is misled by the visit of Messrs. Hays and Morse and the redoubtable John H. House, who triumph over "the tyrannical grip" of some people, who claimed, but it is now said without authority, to represent the G. T. P. The "grip" was not unnatural. Collier's will be glad to learn that the aforesaid grip only extended to a tract of 10,000 acres, valuable for nothing but for sheep, and that the region, which our contemporary properly refers to as "vast and rich," is not in the hands of a few people, but is in the hands of the people of British Columbia. What has taken place at Prince Rupert was certainly very expatriating; what may take place there hereafter will be all that anyone could wish; although the president of the G. T. P. disavows any intention on the part of his company to discriminate against anyone who wishes to embark in a legitimate enterprise, but the great region, which the railway will open, is not in the hands of any syndicate or corporation or private individual, although doubtless many individuals have taken the opportunity to become interested in the vast mineral and agricultural resources of the as yet unopened land.

It is not very easy to say what part of British Columbia can be described as a "vast and rich" region, for the reason that other railways are projected to traverse the area through which it will be built, and the result will be a very prospect that two of them will be constructed at an early day, but Collier's may be interested to learn that the British Columbia Railway, what may be called the traffic territory of the Canadian Pacific, which it shares in part with the Great Northern, is upwards of 20,000 square miles of country of which all except a comparatively very small area is in the hands of the people of British Columbia. The Great Trunk Pacific does not own a foot of land in the province except the townsite and the corporation of the town of Prince Rupert, which is a fourth belongs to the government; it does not control any part of the "vast and rich region" which its construction will open, and there is hardly any least reason to fear that British Columbia will become a one-corporation country.

Collier's also speaks of the timber monopolies, which it says are being established in southern British Columbia. It is true that all the timber of the island is owned by the Standard Oil people, J. P. Morgan, James J. Hill and P. Weyerhaeuser have acquired large holdings. We do not know how true this may be. Our information is to the effect that some of the individuals named have secured more or less timber, but there is a vast area which they do not control, unless other persons are acting simply as dummies for them, which we take leave to doubt. Even here there is a feature, of which Collier's is probably not informed, and of which it will be very glad to learn. The large areas, that have been recently taken up under timber licenses, and these constitute the principal part of the areas that have been taken up into the hands of purchasers, are held under such a tenure that the legislature can at any time alter the rental, the license fee, the royalty, the regulations, and the short practically every condition upon which they are held. What the holder of a license gets is a right for one year to cut timber on a certain area with the privilege of renewal, subject to the provisions of the law at the time of renewal. Under these circumstances there ought to be no difficulty in protecting the timber resources of the province from even the rapacity of the Standard Oil people. It is pleasing to note the interest taken by Collier's in British Columbia, but it is still more pleasing to know that there are no actual grounds for the anxiety to become under any conceivable circumstances "a one-corporation country."

The Salvation army has brought sixteen thousand immigrants to Canada this year, and would have brought more, only the steamship accommoda-

tion was lacking, according to a statement made at Toronto by Col. Lamb. Given a free hand and the requisite financial assistance, the Salvation army would soon settle the Asiatic immigration problem on the Pacific coast.

For the benefit of those who believe in omens we direct attention to an announcement that the first child born at Prince Rupert was a Japanese.

Sir Wilfrid Laurier told a Halifax audience that the All-Red line would surely be accomplished. We hope he has good grounds for his confidence.

A railway company is seeking incorporation for the purpose of building a line from Saskatoon to Dawson. This is by no means a modest proposition. The proposed railway would be about 2,000 miles long.

Just as a sample of the kind of development work that is in progress on the West Coast, it may be mentioned that commencing on the first of December next, the Indian Chief group of mines, on Sidney inlet will ship at the rate of 8,000 tons of ore per month.

On the assumption probably that this will be able to recognize the Pole when they see it, the Amundsen is having trained four men, which he will use in his next attempt to pierce further into the Arctic regions. This pole-hunting business seems to be rapidly approaching the comic opera stage.

Mrs. Charles Thomas of Glenford, avenue, Carey road, yesterday supplied to the Colonist a branch from a raspberry bush, heavily laden with delicious fruit, perfect in condition and flavor. Shortly afterwards a gentleman came into the office and said that he had just heard that a snow-storm occurred at Winnipeg on Monday. This paragraph seems to be quite complete just as it is.

A civic question in Montreal is being made a race issue. Is this the "little rift within the lute," which presages a disruption of the harmonious relations which at present prevail between the French and English speaking peoples in Canada? We do not like to read about such incidents as that which is now stirring Montreal, as told in our despatches of yesterday. It favors too much like playing with fire.

The Department of Agriculture has sent the Colonist a sample of apples and pears grown at Cranbrook, and they are certainly very fine—no better than what are produced here, and some good enough for all purposes and for all that we care to know, that our excellent New York contemporary is right. Collier's, however, is misled by the visit of Messrs. Hays and Morse and the redoubtable John H. House, who triumph over "the tyrannical grip" of some people, who claimed, but it is now said without authority, to represent the G. T. P. The "grip" was not unnatural. Collier's will be glad to learn that the aforesaid grip only extended to a tract of 10,000 acres, valuable for nothing but for sheep, and that the region, which our contemporary properly refers to as "vast and rich," is not in the hands of a few people, but is in the hands of the people of British Columbia. What has taken place at Prince Rupert was certainly very expatriating; what may take place there hereafter will be all that anyone could wish; although the president of the G. T. P. disavows any intention on the part of his company to discriminate against anyone who wishes to embark in a legitimate enterprise, but the great region, which the railway will open, is not in the hands of any syndicate or corporation or private individual, although doubtless many individuals have taken the opportunity to become interested in the vast mineral and agricultural resources of the as yet unopened land.

Victoria is to be the home port of the Queen Charlotte Navigation Company, which is to operate three steamers to the northern islands, commencing in April next. This is good news, and on a previous occasion, we pointed out that this was a most important and strategically strong position to control the trade of the Queen Charlotte islands, which in the comparatively near future, promises to assume large proportions. When the half-donated harbor have been extended to the northern end of Vancouver Island it will be possible to reach the Queen Charlotte Group via Hardy Bay, the nearest port in a few hours; and we believe a train and steamship service could be arranged which would enable the passenger leaving the northern islands in the morning to reach Victoria the next morning, if not earlier. What this will mean as a factor in the building up of this city is easily imagined.

ESQUIMALT AND HALIFAX

(By C. De Thierry in Windsor Magazine)

Esquimalt, the Key of the North Pacific, is the least known of all the great naval bases of the world. Being that it is the creation of the past twenty years, it has no history, and it is a new colony, of which it is the birthplace. So remote was it from the world, indeed, that, until the last quarter of the nineteenth century, many people believed it to be part of the United States, and responsible politicians and journalists urged that it become so as speedily as possible. Fortunately for the British Empire, the Dominion's views were clear and her vision clearer. Otherwise the dream of the Republic, since its inception would have been realized, and Canada included in the United States. Even so late as 1869, a minister, at a public banquet in England, referred to it as a certainty, and in a Committee Report of the Senate in the same year it was stated as an argument in favor of subsidizing the Union Pacific, that its construction would "lead the destiny of the British Empire." Two years later, Alaska was ceded to the United States on the express understanding that she was to close up her coast to 54 degrees, 40' degrees, or, in other words, to shut England out from the North Pacific. But the genius of Sir John Macdonald proved more than a match for the diplomacy of St. Petersburg and Washington. With the Confederation of British North America, and the creation of the Dominion, it was its material expression, the plan to drive England from the Western Hemisphere came to nothing. On the other hand, she had enormously strengthened her position in the ocean of the future.

For Esquimalt is the fortified gateway of the only territory between Cape Horn and Behring Sea over which floats the Union Jack. That is to say, the British Empire has no foothold on the Western shores of America from Pole to Pole, except in British Columbia. Between it and Hong Kong, to the westward, rolls 5,800 miles of ocean; between it and Fiji, to the

southward, 5,100 miles. Its chief port, Victoria, has the advantage of every other on the Pacific Coast, as San Francisco long ago discovered to its cost. In the first place, it is connected with Canada, and Europe, by the transcontinental railway under one head, whereas its American rivals are handicapped by transcontinental railways under a complex system of control. In the second place, British Columbia possesses inexhaustible stores of the only serviceable coal west of the Rockies. In the third place, the Kuro Sivo, a current, which sets out from Japan across the North Pacific, gives ships sailing from the far East to Victoria an advantage of forty-eight hours over ships sailing to San Francisco. For these and other reasons, the former is destined to play a great part in the development of trade with the Orient by way of the Pacific. By means of it, Canada is able to hold out one hand to Australasia, and the other to England. It is thus one of the most vital links in our Imperial world-chain.

Esquimalt, which guards it, is situated at the most southerly part of Vancouver Island, just within the Strait of San Juan de Fuca, which is American on one side, Canadian on the other. It is dotted with beautiful islands, and the water is as clear as its bold and rocky shores. In the distance rise up the snow-capped Olympian Mountains. The harbor of Esquimalt is worthy of such a setting. It is landlocked, nobly proportioned, and so safe that it can be entered any hour of the day or night. Owing to the fantastic blue clay of its bottom, ships find excellent anchorage, while its average depth of forty-two feet admits the largest vessels of the British Navy. Unlike any other fortress-castle on the great trade routes of the world, Esquimalt is little more than a village, which is due less to its recent origin than to its position in relation to Victoria, the capital of British Columbia, from which it is distant only three miles. In time, no doubt, they will be incorporated. Between them and Vancouver City, on the Mainland, the Strait of Georgia, at this point seventy-six miles wide.

The destinies of these three outposts of the Dominion are inseparably linked. Two of them are the creation of the iron road flung across the North American continent, the Canadian Pacific, the third can trace much of its prosperity to the same source. Before 1868, British Columbia was cut off from the rest of the Empire by the impassable barrier of the Rocky Mountains, and the vast wilderness beyond. The promises, it is stated, that 16,000 miles of railway by rail and ship; by land, 3,000 miles, traversed for the greater part only by the Indian and the trapper. When the last spike of the Canadian Pacific Railway was driven into the ground, instead of being the most remote, it was one of the most accessible ports in the world. In truth the discovery of gold in the valley of the Fraser, and quick communication were the making of British Columbia. Its development was phenomenal. Within the short space of twenty-five years it was a Fur Company, a Province of the Dominion. In 1842, Victoria was founded as a trading-post. In 1887, it was a city of 10,000 people. In 1907, it is a city of 20,000 people. It is a city of the future, and its future is bright.

Victoria is the home port of the sealing fleet, and its shores are lined with wharves, where the great shipping companies, which it must be remembered, trade only in the Pacific. Of these the most important is the Canadian Pacific, which is a company whose fine steamers have done so much to develop the Dominion's trade with the Far East. In war time they have been turned into gunboats for the British Navy. There is also communication with Australia, but so far it has been a service between two points. Now that the success of the Pacific Cable is assured, however, and the Imperial Conference has agreed to provide a fast service between Esquimalt and Australia, by way of Canada, great things may be expected on this route before long. Between Vancouver and Victoria there is a daily service of ferry boats, which connect the two cities and Alaska, California, the Fraser River, and Puget Sound ports, communication is frequent and regular. But unlike any other of the Empire's great commercial entrepôts, Victoria is not cosmopolitan, perhaps because it is only in its infancy.

The future of this trio of cities is assured. Esquimalt is a province with untold wealth in gold, coal, iron, and other minerals; fisheries, timber, and furs. Facing it across the ocean is the Orient, the great market for the products of the Pacific. It is a healthy, and owing to the mild influence of the Kuro Sivo, the climate is the most pleasant in the world. It is a place to live in. As a summer resort the island of Vancouver is unsurpassed. The forests are full of game, the waters team with fish, the scenery is magnificent, the roads in the neighborhood of Esquimalt are excellent either for driving or cycling, and beautiful with luxuriant hedges and gardens. Victoria is unique, inasmuch as it stands out from wooded hills, snow-capped mountains, and glittering arms of the sea. Like all cities on the Pacific it is a Chinese quarter, and is beginning to be nervous of a Japanese invasion. For years the labor of these ubiquitous Orientals was a necessity in British Columbia, and even now as domestic servants, laundrymen, and factory hands they carry all before them.

It Is Better to Take

Our Ferrated Emulsion of Cod Liver Oil with the Hypophosphites of Lime and Soda

now before your system is debilitated by coughs and colds, than to wait until rough weather is in the ascendency. It will fortify your system and prevent disease. Excellent for children.



CYRUS H. BOWES, Chemist, Government St., nr. Yates

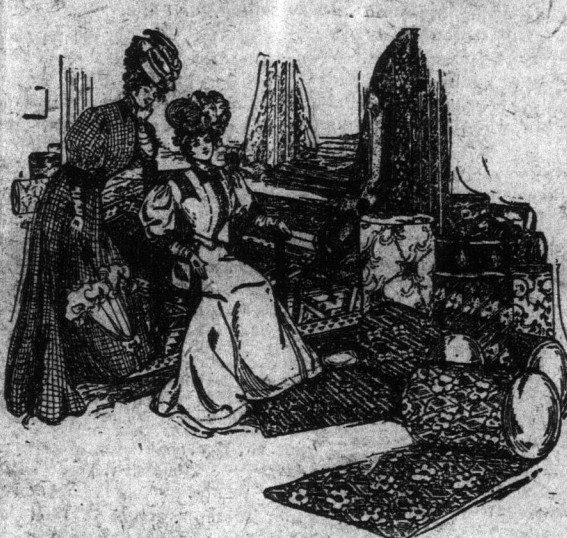
Pretty Draft Screens At, Each, \$3.50

Heiler Bros

Pretty Draft Screens At, Each, \$3.50

ABOUT CARPETS

MORE PARTICULARLY THOSE YOU'LL FIND AT THIS SHOP



GOING TO TREAT THE ROOMS to a new Carpet or Rug this Fall? Yes! Then here is the place to come, and to come first, for you'll finally find yourself delighted with the carpets you'll be viewing in our show rooms, so save yourself time and trouble by making your first call here.

This Carpet Store has always had an enviable reputation for superior goods, and this Fall Season finds its offerings excelling all former efforts. We are particularly strong in Squares and Rugs, and we assure you there is no such showing of these lines in this part of the "Last West."

Choose wisely! Carpets "run into money" quickly, and it is necessary that you investigate thoroughly the quality offered. Trashy, unreliable carpets are made now-a-days to look almost the equal of the better kinds, and many unsuspecting buyers see these carpets at what seem to be most tempting prices and buy. Later they find their sorrow that the "staying" qualities of the good carpet are lacking, and they are looking for new carpets before a good one would have shown signs of wear. The moral is—get the guaranteed kinds at the West's biggest and best Carpet House.

THE STRONGEST SHOWING OF BRUSSELS SQUARES YET

Yes, much the best showing of these fine squares we have shown yet. A most serviceable carpet weave in the popular and labor saving idea of a floor covering—the square. There is an unusually wide range of sizes, and you'll find no difficulty in finding the correct size for that room of yours. There's such a wealth of attractive designs and color combinations you'll find it difficult to choose—you'll have so many favorites. Conventional, Floral and Oriental effects are here, in many combinations. Two-tone styles are delightful. We never saw salesmen more enthusiastic over new arrivals than ours are of these.

SOME OF THE SIZES AND A FEW PRICES:

Size 9 ft. x 10 ft. 6 in., each	\$21.00	Size 11 ft. 3 in. x 12 ft., each	\$28.00
Size 9 ft. x 10 ft. 6 in., each	\$22.50	Size 11 ft. 3 in. x 13 ft. 6 in., each	\$32.00
Size 9 ft. x 12 ft., each	\$22.50	Size 11 ft. 3 in. x 13 ft. 6 in., each	\$33.00
Size 11 ft. 3 in. x 12 ft., each	\$25.00	Size 11 ft. 3 in. x 12 ft., each	\$34.00
Size 3 yds. x 3 1/2 yds., each	\$24.00	Size 11 ft. 3 in. x 13 ft. 6 in., each	\$37.00
Size 3 yds. x 4 yds., each	\$27.50	Other sizes and other prices, too.	

Detailed Descriptions of colorings and designs, etc., would be superfluous. It's necessary to see these lines to properly appreciate their superiority.

Remember, we are delighted to show you.

CROSSLEY'S WORLD-FAMOUS BRUSSELS CARPET

Body, at, per yd. \$1.50	Body, at, per yd. \$1.60	Body, at, per yd. \$1.75
Border, at, per yd. \$1.35	Border, at, per yd. \$1.60	Border, at, per yd. \$1.75

Above prices are for carpets made and laid by experienced men.

TEMPLETON'S UNEQUALLED AXMINSTER CARPET

Some Handsome Designs Are Here for Your Inspection.

Axminster, body, at, per yard	\$1.85	Axminster, border, at, per yard	\$2.00
Axminster, border, at, per yard	\$1.85	Axminster, body, at, per yard	\$3.00
Axminster, body, at, per yard	\$2.25	Axminster, border, at, per yard	\$2.75
Axminster, border, at, per yard	\$2.25	Axminster, body, at, per yard	\$3.50
Axminster, body, at, per yard	\$2.25	Axminster, border, at, per yard	\$3.25

Above prices are for carpets made and laid by experienced men.

FURTHER ARRIVALS IN ORIENTAL JUTE RUGS

Size 18 x 36 in.	75¢	Size 10 x 12 ft.	\$20.00
Size 2 x 4 ft.	\$1.25	Size 10 x 14 ft.	\$22.50
Size 2 ft. 6 in. x 5 ft.	\$2.00	Size 12 x 14 ft.	\$25.00
Size 3 ft. x 6 ft.	\$3.00		
Size 4 x 7 ft.	\$4.50		
Size 6 x 9 ft.	\$8.50		
Size 7 1/2 x 9 ft.	\$11.00		
Size 8 x 10 ft.	\$13.50		
Size 9 x 9 ft.	\$13.50		
Size 9 x 12 ft.	\$18.00		

Hall Runners in Same Line

Size 3 x 9 ft.	\$4.50
Size 3 x 12 ft.	\$6.00
Size 3 x 15 ft.	\$7.50

THE FINEST CHINA STORE IN THE COUNTRY

This is without doubt the best China Store in the Province. There is gathered here a great variety of good things in China and Glass. The dainty creations of the Wedgwood Pottery, the charming Ahrenfeldt Limoges China, the wares of Doulton and all the best makers you'll find here in plenty.

The large direct importations enable us to make the prices interesting on this superior merchandise.

In Cut Glass we also have the best—The famous Libby Cut Glass. Better see this glass in the "Sparkle Box," a fine, large, brilliantly lighted room built especially for the purpose.

THE FINEST LINE OF BRASS BEDS YET

WEILER BROS.
HOME, HOTEL AND CLUB FURNISHERS—VICTORIA, B.C.

Try Our Satisfactory Mail Order Service