

**The Colonist.**  
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**MR. McBRIDE INTERVIEWED.**

We print a Montreal despatch giving an interview with Mr. McBride upon the result of his mission to London. Substantially what he says is that, having succeeded in reopening the door for the presentation of the claims of the province upon the Dominion, he proposes to continue to urge the consideration of these claims until justice is done. He expresses the opinion that he will find the people of British Columbia behind him in fighting his battle. In fact, he ventures the opinion that the Liberals will find it very difficult to carry any seats in the next election for the Dominion. Mr. McBride is not at all saying that the people of the province will support him in a demand for justice; he also expressed what is the desire of the people, when he said that he proposed to continue the agitation. It is difficult to see how this question can be kept out of politics at the federal election, unless justice is done in the province in the meanwhile. The people will make an issue, no matter what the local government may do, for it is very clear that the British Columbia electorate is not in a frame of mind to stand a repetition of the treatment already received upon this question. We do not, however, understand Mr. McBride as referring to this when he expressed his opinion as to the probable outcome of the elections. He is as desirous as any one can be that "better terms" shall not be made a party issue. His opinion is undoubtedly based upon the generally acknowledged attitude of the people of this province towards the Laurier government. It is not a friendly attitude, and it is due as much to the singularly inefficient manner in which the interests of the west have been protected in Ottawa as to dissatisfaction with the policy of the present administration. No reasonable man will suggest for a moment that the Laurier administration is as strong in British Columbia as it was two or three years ago.

**THE BURDEN OF WEALTH.**

A paragraph is going the rounds of the papers telling how unhappy rich New Yorkers are in their palatial residences. This is hardly a cause for surprise. It is no wonder that they make a few million dollars, if you are not very particular as to how you go about it; but it takes a good deal of ability to know how to spend it so as to derive any satisfaction from the process. It does not follow that because a man can have a good time on a hundred dollars, he would know how to have a good time on a hundred thousand, and he might be very puzzled to know how to use a million satisfactorily. When it comes to having a million a year, the expenditure, or it becomes a problem, which few men, who have worked in their shirt sleeves and that is how the case is with most of the United States millionaires—can hope to solve satisfactorily. One very rich New Yorker had a palace built after the style of an old French baronial castle. Now, the fellow, who is born in such a castle and is brought up to the trick of putting up with its cumbersome, may manage to extract some comfort out of it; but the other fellow, who began his business career in a hall-bedroom, whose sole furnishings consisted of a cot bedstead and a washstand, is very likely to find the baronial hall an insupportable nuisance, and that was the way with the owner of the house in question. We are told that "Stone walls do not a prison make Nor iron bars a cage," and it is equally true that, while it may be delightful to dream that we dwell in marble halls, marble halls will not make a home, even if we send to Europe and dismantle some ancient structure to furnish them, unless we have the tastes that go with such things, and in addition to the tastes, what we have called the trick of living in them. For a man, who has worked hard all the days of his life, and whose wife, like as not, did her own, if not other people's, washing, to think that he will secure happiness by building a palace to rival that of eastern princes, seems to the other man, who cannot build such a structure, a very foolish piece of madness.

**A RECORD OF PROGRESS.**

Twenty-one years ago on the twenty-eighth day of June last, the first through train on the Canadian Pacific left Montreal for Port Moody, which was then the Pacific terminus of the line. It reached Winnipeg on the morning of July 1st, and its destination at noon on July 4th. It was a great event. It was the realization of a dream, which a generation before had inspired some of the noblest utterances of voice and pen that are to be found in the records of any country. British North America sixty years ago was regarded by almost every one as a negligible quality. There were a few clear sighted men who thought otherwise. We do not now refer to Sir John Macdonald, Sir Charles Tupper,

and their colleagues, who made the construction of the railway possible, but to their predecessors, who saw with prophetic eyes a north-south line, the empire united by a railway from the Atlantic to the Pacific. It is to the credit of Canadians that the idea of transcontinental railway construction first saw light in this country, which was not very long after the first railway had been opened in England. The Canadian Pacific was started in 1871. It was to be completed in ten years. It was finished in five. It was to be a line from Montreal to the Pacific; it is a system owing and controlling more than 13,000 miles of steel, and the mileage is growing more and more rapidly with each year that passes. Then the company owned three little steamers on the lakes; now it has a fleet of forty-six vessels, on lakes and oceans, and some of them are among the finest merchant vessels afloat. A few additional details of progress may be given. The total cost of the line in each year represents 1881, the second set, 1907, except where otherwise stated.

Mileage, 14,658; 13,000.  
Earnings, \$10,000,000; \$70,000,000 (approximately) in both cases.  
Passengers carried, 1,899,319; (1906) 1,753,325.  
Freight carried, 1,046,195; (1906) 12,923,785.  
Locomotives, 373; 1,212.  
Cars of all kinds, 3883; 44,876.  
The increase in freight cars demonstrates better than anything else the development of the country. In 1886 the company had 3,228 of such cars; now the number is 44,876. In 1886 there were very few people living in the country traversed by this railway after it left the settled parts of the East; now there are probably a million, and the increase is going on at a phenomenal speed. Then the future of Central and Western Canada was in doubt; now it is a certainty. Then it was supposed that the most we could hope to have was a fringe of settlement along the United States frontier; now we know that there is as much good land in a favorable climate north of the International Boundary as there is south of it. To add anything to such eloquent facts as these would be like perfuming the rose or painting the lily.

**THE INLET ROAD.**

In the course of a few weeks the examination of the country along the west side of Esquimalt Inlet, with the view of locating a road from Goldstream to Mill Bay will be undertaken. The distance is about eighteen miles, hardly very much, and could hardly be worthy of a second thought if it were not known that the country to be traversed is somewhat difficult. The original suggestion was that the road should be constructed along the water's edge, but even a cursory examination of the shore evidence that this would be a more expensive undertaking than any government would be warranted in embarking on, if any alternative route presented itself. But we do not think it will be necessary to follow the water closely in order to get a good road. The summit on the Sooke road is nearly 1,400 feet above sea level. The best that can be done in lowering it will still call for an altitude of 1,400 feet. The summit on the E. & N. is only 900 feet and it is thought that a good road, which will not be expensive, can be got without going much higher than 200 feet. Even if the elevation of the railway had to be attained, which is not at all likely, it would be 500 feet lower than the best that can be hoped for on the Sooke road.

Never before in the history of Victoria has there been such industrial activity as at present, and this condition is typical of what prevails in every section of the province. Very many more men could be given employment, and it is unquestionably true that the productive capacity of the various industries is seriously curtailed by the shortage of labor. There seems little likelihood of the situation being immediately relieved, and the extent, despite the efforts being made to attract immigrants, as the rapid expansion of the whole Western Canada absorbs all the labor available. There is extreme likelihood that the shortage of labor in this province will be felt to an even greater extent in the autumn as our progress of development may be said to have only just started. It has occurred to us to suggest that possibly an opportunity will present itself, if the proper effort is made, whereby the situation may be relieved somewhat. As is generally known, each year, during the harvesting season, the farmers of the prairie provinces give employment to several thousand laborers from Eastern Canada, notably from the Maritime provinces. They are given work in the wheat fields for a month or so, and then, in the majority of instances, return to their homes, the C. P. R. giving very low wages for the round trip. It would appear, on the face of it, that there is a situation which might profitably be taken advantage of by British Columbia to the end that the labor shortage may be relieved. Should those men from eastern provinces, strong young fellows of the best Canadian type, be permitted to return home without an effort being made to attract them to British Columbia? We think not. They are wanted in this province. There is work in abundance for them, and we ought, if we are wide awake to our opportunities, make every effort to attract them here. Possibly this is a matter for individual attention on the part of the heads of the industries which are in need of men, but we are not sure but that the Provincial Government could take some steps in this direction with profit to the country. To suggest at this time a plan of action, could not the Government arrange to ascertain from various industries in the Province the number of men for whom places are available, and then send an agent to the Northwest to lay the situation before the harvesters? The Government might even go so far as to arrange for a special low rate of transportation for the occasion. There may be objections to such a mode of procedure but we throw out these suggestions because we are profoundly impressed with the conviction that British Columbia needs population and needs it badly, and ought not to neglect the opportunity which apparently presents itself now to secure the influx of body of men of the type calculated to make good citizens.

**EXPECTED VISITORS.**

In the course of a very short time over a thousand people are expected to reach British Columbia from Ecuador and vicinity. They form a large excursion party, although we understand that they will not all come at the same time. The Canadian Pacific, with its customary enterprise, has arranged to give them excursion rates through to Victoria and return, so that we expect that nearly the whole party will come to this city. How long they will remain with us is a matter dependent to some extent upon individual tastes

and the duration of the excursion rate. What will Victoria do about this? Or is it worth while doing anything at all? We think it is. We think that some special effort ought to be made to show these people that we have a population here, which is in hearty sympathy with them as fellow Canadians. Steps ought to be taken to make the city as attractive as possible during the time the visitors are here. We do not mean that the streets ought to be decorated with anything like that. But if individual citizens would put themselves out a little to show attention to the visitors, a great deal of good would be accomplished. Something might be done in a public way. The Tramway Company might do them a good turn by issuing special tickets for one fare good for a trip over all its lines. This would not be of any special value in a monetary sense, but it would be a great convenience. There may be some difficulties in the way, but possibly they could be overcome. There ought to be band concerts in the park daily during the stay of these people. The City of Victoria would be a very excellent attraction to them, for it is to be admitted that the Tramway Company is doing its share towards the public enjoyment of the city. There is a steamer available daily excursions among the islands might be arranged. The E. & N. and the V. & S. railways ought to provide for excursions in fact there might be many things arranged for, which would make the visitors have an enjoyable time while in Victoria.

We do not suggest that any of this entertainment, except the music in the park, should be given free. There ought to be a sufficient charge to make the excursions pay their way at least. What we have in mind is that there be something doing in an entertainment way, while these people are here, and we confess to a hope that, if a programme of this kind could be inaugurated upon this occasion, it might be used to produce such excellent results that we would have something of a permanent nature established. We do not know if there is any conceivable amount of information which is now available. If there is not, one ought to be got out promptly. We do not mean a broadside on which a meagre amount of information will be spaced out with a lot of advertisements, but a handy little folder to put in the pocket which will tell visitors a few words where to go and what there is to be seen.

Among the guests at the King's garden party on Sunday, we notice the name of Mr. McBride.

We have been free from disasters by water on the coast for quite a long time, and there will be keen regret at the destruction of the steamer Mount Royal in Kitsilano Canon and the loss of a number of lives.

A record of the building process issued during June furnishes gratifying evidence that Victoria, as a city, is expanding with great rapidity. The year 1907 promises to go down in history as one of the best to date from the standpoint of civil progress. We are only just commencing to grow!

The promptitude with which the idea of sending a fruit exhibit from the section of the Northwest fairs was taken hold of, the alacrity with which the plan was pushed to consummation, and the generosity of those instrumental in the successful outcome of the project, reflect the highest credit on the community, and congratulations are extended to all in any way responsible for the success of the exhibit. The year 1907 promises to go down in history as one of the best to date from the standpoint of civil progress. We are only just commencing to grow!

Mr. W. J. Bryan wants Mr. Rockefeller and a few other rich people sent to jail. He does not specify the particular crime which they have committed, but perhaps he is right on general principles. He also thinks that Japan ought to be put in the stocks for Christianity. It is to be hoped that Mr. Bryan does not mean the San Francisco brand of Christianity.

There will be a general disposition to agree that the Japanese know what they are talking about when they say that a large fleet of United States battleships on the Pacific would be especially vulnerable to attack from torpedoes and submarines. They are sceptical of any such move on the part of Uncle Sam, pointing out, further, that a sufficient rendezvous does not exist.

For a "sleepy, English village," Victoria is succeeding pretty well in making the rest of the Dominion sit up and take notice of her, she having led all the cities in Canada in the increase of bank clearings last year. It would appear reasonable to suppose, in face of this, that if she is "asleep" as alleged, she has one eye very much open—and the end is not yet.

All too frequently of late the press is called upon to record the passing away of pioneer residents of the city. We shall miss them much. In the main they were of a noble type, courageous, whole-hearted, broad-minded and of strict integrity. They, in their lives, set an example which the younger generation can follow with profit—these men who blazed the trail for the newcomers who are now reaping with ease where they sowed with much toil and self-sacrifice.

No less than three persons are reported to have committed suicide in the United States last week. In order to escape the horrible noise of exploding fire-crackers. Britishers may have reason to be thankful that their temperament is such that they are not inclined to go crazy in order to demonstrate that they are properly imbued with a feeling of patriotism on occasions demanding an exhibition of that sentiment.

During the month of May no less than 12,842 British immigrants sailed to Canada. It is abundantly clear that the tide which has flowed for years to the shores of the United States has been turned towards the Dominion.

Canada's growth in population during the next few years will no doubt exceed the record of the United States for any similar period.

We print a very interesting letter this morning from Capt. Walbran in which he again refers to the origin of Sandfield Creek. Capt. Walbran has done admirable work in the collection of data bearing upon the names of places on the British Columbia coast. His investigations are very thorough and altogether impartial. He has made a great number of valuable contributions to the early history of the country. We understand that his compilations will be published by the Dominion Government.

We do not know or care anything about the merits of the dispute between the Dominion Government and the Marconi people, but if it is true that the government has tied itself up to any company it has made an exceedingly poor bargain. We do not care whether the company is the Marconi or the Shoemaker or anything else. Wireless telegraphy is yet too near its infancy to be put into the hands of a given monopoly on the coast of Canada.

The experience of the Albion Stone Works Co., Ltd., of this city refutes to the statement frequently made that Victoria can never hope to become a manufacturing centre. The company is sending a large shipment of stoves to China, and orders are on the books covering all the territory as far north as Dawson City. With the development of the raw resources of the island and on a scale commensurate with their importance, this city will possess advantages as a manufacturing centre far in excess to many others which at present boast of their output.

It is to be hoped that the post office authorities will act with promptitude in taking whatever steps may be necessary to relieve the congestion in the local office, arising out of the tremendous growth of business. The policy of the Department ought to permit of the automatic expansion of facilities to keep pace with the rapid development of the country. The inconvenience caused in Victoria owing to the inadequate staff of clerks, has in some cases, been a serious hindrance. It would be well for the Board of Trade to interview Inspector Ross on this matter.

Within a few days Victoria will greet two distinguished visitors, Sir Frederick Lugard, the new British Governor of Hongkong, and Mr. Henri Bourassa, M. P. An endeavor will be made to have them address the Canadian Club. What Sir Frederick would have to say would no doubt be of great interest to the citizens of the rapidly changing conditions in the Orient, whether he is bound; and Mr. Bourassa, aside from his personal influence in politics, is a Canadian, very prominent in public life whose views are always listened to with interest.

Should hostilities break out between the United States and Japan, high officials of the latter country would be in possession of abundant first-hand evidence of the position of the United States in respect to its fitness to engage in such a conflict. Very many leading officers of its Army and Navy have visited the latter country during recent months, and Admiral Yamamoto and a distinguished party of officers, who will sail for the Orient from Victoria on July 21, will be able to comprehend quite accurately the present situation affecting relations between the two countries.

Whether or not it was in the interest of Imperial unity that the Rt. Honorable Thomas Burns, of Canada, should have administered the coupe de grace to the Rt. Honorable William Squires, of Australia in one round is one of the things that "no fellow can find out." But the thing is done, and now the Imperial Conference which can be held can undo it. Australia had a grievance against Canada a few days ago, because every body in England was talking of the Dominion. What will our antipodean friends say now? The Rt. Honorable Thomas should not have been quite so emphatic. He should have been more truly Imperial in spirit, and shown that Pacific cousin a little bit of a chance to show what he is made of.

Hearty congratulations are extended to Mr. Herbert Cuthbert, secretary of the Victoria Tourist and Development Association, on having achieved such a conspicuous success with the two banks of bank clearings last year. The "Outpost of Empire," which have just been issued. Every detail of the work entailed by their compilation was undertaken personally by Mr. Cuthbert, and it is right to say that the result is eminently satisfactory. Much credit is due the B. C. Photo-Engraving Co. for the manner in which the engravings were executed. In "An Outpost of the Empire" the Colonist Printing and Publishing Co. had an opportunity to display what it can do in the way of fine printing, and full advantage was taken of it.

We are heartily in accord with the suggestion made by a number of the real estate men of the city, whose views were given in interviews published in yesterday's Colonist, that the civic authorities should take immediate steps to correct the erroneous impression which prevails in respect to building progress in Victoria. It ought to be a simple matter to arrange that a record shall be kept of every building erected within the boundaries of the city. Some of the real estate men point out that investors from the Prairies, who see little towns in their own Provinces rolling over several hundred thousand dollars worth of building permits in a single month, sneer at the amount of building in Victoria. It is the height of the importance that correct figures should be available for publication, and at once.

**Bathing Caps and Water Wings**  
IN LARGE ASSORTMENT  
Teach the Children how to Swim  
**BOYES' DRUG STORE**  
40 Government Street, near Yates Street.

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

**A Summer Living-Room**

NOT long since porches were considered merely an ornamental portion of the house. Of course one might occasionally rest there in the cool of the evening but the real value of the porch as an outdoor living-room has only lately been appreciated as it should. Even yet some do not fully realize its value and the genuine comfort and enjoyment of a properly furnished porch.

Have your porch furnished with some attractive summer furniture and a low priced rug or two and make it the common meeting place for the whole family. During the pleasant warm weather serve the meals there—or at least, some of them. Enjoy life and good health in this Summer Living-Room.

Reed Furniture is a delightfully cool and inviting line for this use. When the summer is gone it will serve equally well inside, for it is comfortable and attractive and "proper" for any room in the house. It is strong and serviceable, light and low priced and taken altogether is the best summer furniture to buy.

**A Special Showing of Reed Furniture in Broughton Street Windows**

- Ladies' Rockers**  
Made of the best selected reed, shalac finish, has very high and attractive back. Price ..... **\$8.00**  
Other nice Rockers at ..... **\$4.00**
- Child's Rocker**  
Made of reed, nicely finished, has high and very wide back with side arms, just the thing for the little one. Price **\$4.00**
- Settee**  
Made of best selected reed, shalac finish, is 46 inches long, reclining back, very strongly made. Price ..... **\$16.00**
- Arm Chair**  
Made of best selected reed, shalac finish, with fancy rush trimmings, and is of very attractive design. Price ..... **\$12.00**  
Other Arm Chairs at ..... **\$7.00**

**English Easy Buff Willow Chairs**

These beautiful chairs are the most comfortable Chairs made and are very strong and serviceable. The seats of these are only 10-in. and 11-in. from the floor. It will be to your advantage to call and look over these fine goods. They can be nicely upholstered or cushioned with cretonne, denim or other goods. Sample of all goods for upholstering cushions mailed free on request. If you are out of town, give us some idea of what you wish, and leave the remainder with us; you are sure of getting entire satisfaction.

**These Are the Most Comfortable Chairs Made**  
Prices of these Fine Chairs, without cushions range from \$14.00 to ..... **\$6.00**  
With cushions, according to material used, from more than \$25.00 to ..... **\$9.00**

**Mattings Should Appeal to You Now**

Because they are so delightfully cool in appearance and in fact, so clean and so easily kept clean, so attractive in design and so cheap, they should appeal to you as an ideal summer floor covering. Use Jap or China Matting for the floor of your summer cottage or cover your city house floors with this material this summer season and you will be more than pleased. Perhaps you have never used mattings and do not know the many good qualities or the delightful range of designs in which this material is now made. Come in and we shall be pleased to show you the different patterns and explain the many uses. Prices range at per yard 50c to ..... **20c**

**Some of Our New Arrivals in Chiffoniers**

- CHIFFONIER**—Elm, golden finish, top 17x33 in., stands 4 feet high, has 5 full length drawers ..... **\$12.00**
- CHIFFONIER**—Elm, golden finish, top 17x33 in., stands 4 feet high, has 5 full length drawers, British bevel mirror at back ..... **\$15.00**
- CHIFFONIER**—Surface quarter cut oak, golden finish, top 18x34 in., shaped British bevel mirror at back 12x22 in., swell front, 3 long and 2 short drawers and 1 door. Price ..... **\$22.50**
- CHIFFONIER**—Surface quarter cut oak, golden finish, top 17x32 in., stands 4 feet high, has 5 full length drawers—very useful and pretty article. .... **\$14.00**
- CHIFFONIER**—Surface quarter cut oak, golden finish, top 17x32 in., stands 4 feet high, has 5 full length drawers, British bevel mirror at back ..... **\$17.00**
- CHIFFONIER**—Surface quarter cut oak, golden finish, top 19x36 in., has 14x24 in. British bevel mirror, 3 long and 2 short drawers and one door. Special value at ..... **\$20.00**

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Through this department we bring out-of-town residents into close touch with the largest and best stocks of dependable home furnishings in Western Canada. Out-of-town orders are packed and shipped promptly. We make no charge for packing and shipping—prices quoted in catalogue being F.O.B. train or boat, Victoria, B.C. Send for our large illustrated catalogue of Home Furnishing Goods. It is an attractive and interesting book and is mailed free upon request. Write us for anything you require in Carpets, Linoleums, Drapery, Furniture, Wallpapers, Pottery. No matter how large or small the order, the packing will insure safe carriage to any distance.

**WEILER BROS.**  
HOME, HOTEL AND CLUB FURNISHERS - VICTORIA, B.C.  
Try Our Satisfactory Mail Order Service

**THE ANTARCTIC WORLD**  
Lieutenant Shackleton, planning a motor trip to Pole. He does not expect to motor himself, but to use to draw sledges. The expedition will go on foot. A motor shall come to grief journey, a number of ponies will be taken along a number of dogs. The steamer, will shortly sail, early of next year, which is the Antarctic World, she is have reached King Edward where the party will land, the vessel will go to New Zealand wait until January 2, then wait until pick up where they were left, and back to England. The expedition will consist of twelve people, four or five will be experienced. The men will all be experienced. The distance from the operations on King Edward to the South Pole is seven hundred miles, and a heavy country has to be traversed. Lieut. Shackleton make the journey in five weeks, that is, twenty on an average will be made. The expedition is not a scientific expedition, but to reach the Pole, but to scientific observations as possible.

If little is known of the Arctic World, less is known which surrounds the South Pole. There is an area of approximately million square miles about nothing whatever is known. The general supposition is that it is a land mass covered with a trable screen of ice and snow. It is not even whether the circumference consists of land or water. Even is at all familiar with maps that there is a circle of the North Pole, a little North Polar Circle, broken only places, namely by Behring Davis Strait and the wide between Greenland and North south of the latitude Horn a belt of water end globe. Within the land circle North there is apparently water, and within the water the south there is apparently land, but both these are conjectural.

In one place on the which explorers have gone remarkable ice barrier, towers of feet above the ocean dashes against its base. It is a little interest to readers, that the very modern which claims the earth is not but only a flat disc, insist that barrier is the edge of the disc if one could climb it, he would beyond it there is only empty but it is proper to take this school seriously, but they are serious to make up for the Indian other people. There are, some things about the Antarctic which have led others than conclude that there may be in store for us. Notwithstanding general acceptance of the earth is a sphere, some tend towards the Poles, reasons for supposing that two polar regions are not in shape, but that towards the earth grows larger and is what like a pear. The distribution of land and never been satisfactory explanation do not know whether the were thrown up out of the sea was drained off the continent, of some force which it to the south and holds it do not know whether, if measure from the surface of the Coast of Vancouver, also from its surface off the King Edward VII. Land to the earth the distances in would be equal. In other way may be a heaping up of South. We do not suggest that Shackleton is likely to light upon this point, but in way it may be said that he is quite certain of the shape earth until careful observation the swing of the pendulum made in the Antarctic World.

This is a great area of four square miles inhabited by lings or is any part of it. The contemplated expedition some light upon this question evidence so far is all for the except that blocks of clay by some explorers in such as to suggest that had been by human hands. The unsatisfactory evidence, however, can be cited when it is arranged in he conditions which render agency out of the question as we know there is very little Antarctic World to serve food or fuel for human the power of mankind to any conditions whatever within the range of possibility that somewhere in this vast people may live. From the