

The Canadian Courier

A National Weekly

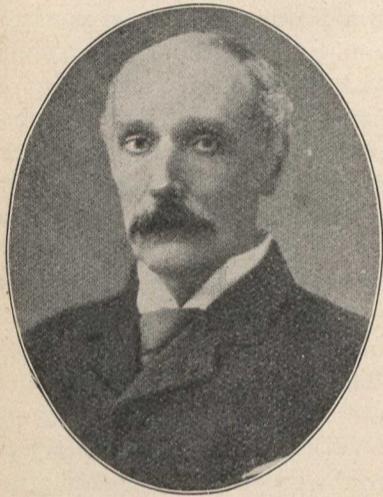
Subscription: \$4.00 a Year.

Vol. III.

Toronto, February 29th, 1908.

No. 13

IN THE PUBLIC VIEW



Hon. J. K. Merriman,
New Premier of Cape Colony.

CANADA is considerably interested in watching the development of affairs in South Africa. Dr. Jameson, the man who led the abortive raid into the Transvaal, has been deposed from the premiership of Cape Colony and has been succeeded by the Hon. John Xavier Merriman, who was a member of the Cape Jameson Raid Committee and drew up the report on that event. Roughly speaking, Dr. Jameson is pro-British and Mr. Merriman pro-Boer. However, these terms do not indicate the deep distinction which they did some years ago.

Mr. Merriman was born in Somersetshire and went to South Africa with his father who was a bishop. He was, however, educated in England. He has been in politics since

1869, and is now sixty-seven years of age. For at least thirteen years he has been a member of the Cape Cabinet and may therefore be termed an experienced administrator. He has not always worked along the one line, but has varied his views from time to time. At present he has associated with him in his Cabinet, Mr. J. W. Sauer, a Dutch lawyer, who has been prominent in Cape politics for the last twenty-seven years; Mr. F. S. Malan, editor of "Ons Land," who was sentenced to twelve months imprisonment in 1901 for libelling General French; and Mr. de Waal. These are the present leading members of the Bund Party.

It is a peculiar feature of the British system, but one which works extremely well, that neither colour, political opinion nor past record prevent a man being premier of any portion of the Empire if he can command a following in the elected assembly or parliament which governs that country. With Mr. Merriman's accession to office, three ancient pro-Boers rule in the Transvaal, Orange River and Cape Colony. Perhaps, too, they will rule even better than those who profess greater loyalty to the Crown.

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MR. CHARLES DRINKWATER has resigned from the secretaryship of the Canadian Pacific—taking up exclusively the legislative work of that company with headquarters at Ottawa. Each of the large railway corporations finds it necessary to have a specialist for this work. Their interests are so varied that it is absolutely necessary that some person thoroughly conversant with parliamentary practice and procedure shall handle their new legislation and watch the legislation of competitors. Mr. Drinkwater, having served ten years as secretary to Sir John Macdonald and having since had considerable connection with railway legislation, is peculiarly fitted to occupy this new post. He is an Englishman by birth and was in railway service in that country before coming to Canada in 1864. For some time he was in the service of the Grand Trunk, but since 1881, four years before the C. P. R. transcontinental was completed, he has been secretary of the younger corporation. As secretary,



Mr. Charles Drinkwater,
Legislative Representative of C.P.R.]

he has attended to most of the Ottawa work but will hereafter devote all his time to that branch. He is a painstaking and efficient official.

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NEARLY a year ago when returning from a bear hunt in Northern British Columbia the "Thistle," the private yacht of Lieutenant-Governor James Dunsmuir, was burned in Queen Charlotte Sound, the party escaping in the boats. Since that time Mr. Dunsmuir has used one of his tug boats whenever he wished to make a hunting or fishing trip. It will be only a month or two, however, before a brand new pleasure yacht will be ready for service. The "Dolaura" will be launched before the end of this month at Paisley, Scotland, where she is being built by Fleming & Ferguson especially for the use of His Honour, the Lieutenant-Governor of British Columbia, the coal baron of Vancouver Island.

The "Dolaura" is to be a floating home in which Mr. Dunsmuir can take his whole family. She will not be very fast, only making about fourteen knots an hour, but what she loses in speed she will make up in comfort. Her name is a combination of Dola and Laura, the former being the name of the owner's youngest daughter and the latter of his wife, an ideal combination for a family boat. Following out the idea of comfort, the new pleasure craft will contain on the main deck dining and drawing-rooms, the latter with a fireplace; library surrounded by large bookcases; bathroom, gunroom, maids' rooms, a smaller private suite for the owner's particular use containing bedroom, sitting room, bath and clothes room; and rooms for the other members of the family. All the windows in the rooms will be large and rectangular in shape so that there will be none of that stuffiness which one is accustomed to associate with the rooms aboard ship. Everything else throughout is fitted to correspond. The ship is 218 feet over all with a 32-foot beam.

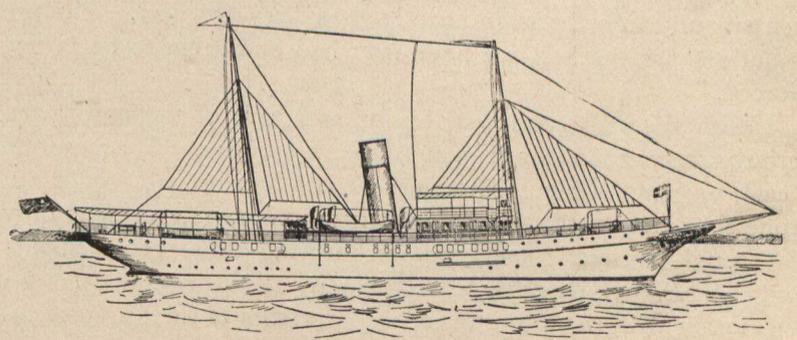
As soon as the present session of the British Columbia Legislature is finished Mr. Dunsmuir will proceed with his family to England, but he will not join his yacht until she reaches Marseilles as His Honour is somewhat afraid of suffering from mal de mer while crossing the Bay of Biscay. From that point they will cruise right around the Mediterranean Sea and return home the same way that they went, sending the yacht home by way of the Pacific.

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Governor Dunsmuir's political experiences in the past few months have not been such as the average citizen would envy. He has been accused of blocking last year's Natal Bill, and of entering into a conspiracy to bring in Japanese coolies for his coal-mines. Certain classes would like to have dipped him in the cool waters of the Straits of San Juan de Fuca. When the Natal Act was passed again this season, Mr. Dunsmuir quietly gave his gubernatorial assent. Mr. Justice Martin immediately declared it ultra vires—and Mr. Dunsmuir probably laughed.



Governor Dunsmuir.



Governor Dunsmuir's New Yacht.