

## NOTE AND COMMENT

It is frequently charged by some rather reckless critics of the present Ottawa administration that it has not shown that disposition to economize which people have a right to expect in a government which boasts so loudly of its desire to protect the interests of the public. The Toronto News cites an instance calculated to demonstrate just how saving the government is when it comes to handling the taxpayers' money. We quote:

The Speedy, a government steamer used on the lakes, often as a private yacht for Cabinet Ministers, cost originally \$36,750 in New York. An additional amount of \$4,000 was spent in 1905 to fit her out for the trip to Canada. New boilers were necessary. This and other repairs cost \$17,550. In 1906 an electric light plant was installed and other repairs amounted at a cost of \$6,500. Even yet she was incomplete. Next year she got a new wheelhouse and chart-room, trimmed in mahogany, an expensive bathroom, a steam heating plant, new electric fixtures, a new upholstering throughout, and new mahogany furniture. The chairs cost \$11 apiece. This represented about \$16,000, including some further improvements. The yacht has cost \$85,000. The cruising expenses for nearly six months last year were \$13,514. Yet some persons say the Dominion government has not been economical!

In an interview given the press at Winnipeg the other day Mr. C. E. E. Usher, assistant passenger traffic manager of C. P. R., has expressed the opinion that the tourist traffic to the west this summer would be heavy. Mr. Usher had just returned from the conference of the Transcontinental Passenger Association.

At this meeting, which was held in Chicago, arrangements were made to make tourist travel between transcontinental termini and the Pacific coast. That is the rates from termini, both south and north, will be equal to corresponding points south and north on the coast. From Port William, Winnipeg, St. Paul, Minneapolis, Omaha, Kansas City, St. Louis, New Orleans the tourist rates will be equal by direct routes to all points on the Pacific coast from Vancouver. The general rate will be \$60 from these points with additions for lines passing over the Shasta route between Portland and San Francisco.

We are very glad to observe that the press in the interior of the province has endorsed the action that has been taken with the idea of placing on a sound financial basis the project launched by the London Standard for the better advertising of Canada. The Vernon News no doubt reflects popular opinion in British Columbia when it says:

Canada is about to benefit by the most complete and far-reaching advertising scheme which has yet been devised for the benefit of any part of the British Empire. The London Standard is one of the most widely known and most influential of the great London dailies, and it has arranged to publish a weekly supplement to be called "The Standard of Empire," which will be issued every Friday and will at the outset carry a quarter of a million readers. The new publication is to have special Canadian contributions by the best known public men and a special Canadian cable service. It will reach a particularly desirable class of people, never yet touched by Canada's immigration machinery, the class with capital and business training, who for the past quarter of a century or more have emigrated in large numbers to the United States, and done much towards building up their country with their money, their experience and their brains. The unlimited resources of the Dominion will thus be brought prominently before the British public in a way that cannot fail to attract a big wave of immigration to our shores, and such a paper will, no doubt, prove to be simply invaluable as an advertiser for Canada. Long may it flourish!

The Toronto News scores the Federal government for its many petty expenditures in the Maritime provinces made with no other object than to serve the interests of Liberal politicians. The News also notes that the people of those provinces made real sacrifice for Confederation, and have "profited far less by the Union than the industrial communities of Ontario and Quebec." Continuing, the News says:

"We have the right to ask that the Intercolonial Railway should be operated as a commercial highway, but we should also see that it is thoroughly equipped for through traffic, and that its local rates are so adjusted as to serve local interests, and develop local industries. We pay the Eastern people a poor tribute when we assume that they can be bought with a handful of little peddling grants, intended generally to serve the exigencies of government politicians, and with no national scope or national purpose in their distribution. We may spend millions in taking over dead branches of local railways, make a few local politicians rich in the process, and indirectly bleed the public treasury for campaign contributions. But these expedients will not result in any revival of industrial energy, nor improve the status of the people. The sources of wealth, nor materially help the agriculture or the fisheries of the sea coast provinces. The millions that we have frittered away in petty and unproductive electioneering projects would have built a tunnel between Prince Edward Island and the mainland."

It will not occasion much surprise to be told that the experts who were appointed to pass on the methods of the alleged diamond makers of Paris have pronounced the whole business a fake.

Paris, March 19.—The experts who were appointed by the court to investigate the methods used by the electrical engineer Lemoine, who claims to be able to manufacture diamonds, reports that it is impossible to make gems by his methods. Lemoine is under arrest, charged with having swindled Sir Julius Wernher, of Wernher, Beit & Co., out of over \$500,000 in connection with his alleged invention.

At Louth, a Grimsby firm was fined £1 and costs for using a traction engine with wheels that had studs projecting from the surface. A witness said the studs made impressions in the road 1 1/2 inches in diameter, and he calculated that on this journey the engine made about 20,000 holes in the road. The defence was that the state of the road necessitated such.

## FORTY YEARS AGO

The British Colonist, Monday, March 30, 1868.

Work has been commenced on the new warehouses for the Hudson Bay Company at Esquimaux.

Rev. Mr. Jenns, of Nanaimo, preached morning and evening at the Cathedral Church to large and appreciative audiences.

The Enterprise brought down on Sunday evening the Hon. Stamp Macdonald, Walkem and Pemberton, and \$103,000 in treasure from Cariboo for the banks.

Novel Regatta.—A regatta, under the auspices of the officers of H.M. fleet, is arranged for Thursday next in Esquimaux Harbor.

Football.—The game of football between the Town and Fleet Clubs, on Saturday, resulted in an easy victory for the latter, who scored six to their opponents' two.

A private telegram from New Westminster on Saturday stated that the capital message will be sent down to the Council House (today). The long foretold—the leader of the Liberal Imperialists would "have no hesitation" in accepting tariff reform as the basis of a party. Despite the fact that the country may be driven to tariff reform in sheer desperation owing to the increase of expenditures, especially on armaments. Nevertheless, he disavows himself entirely from the policy of ignoring the growth of rival powers, and talks of social reform in language which does not suggest the least of a tariff. But, he is practically admitting that tariff reform is bound to come, he excludes it from the scope of "Sane Imperialism." For him that phrase connotes no definite policy for promoting the closer union of the empire.

Whole-sale Slaughter.—On Saturday morning Mr. Irvine, a farmer in Victoria, district, found 24 head of sheep lying dead in the field. The bodies bore evidence of having been torn by panthers. A hunt will be organized. Where are the paper-hunters?

## ABOUT PEOPLE

Sir Ralph Littler, K. C., who has just declared that motor-cars should be taxed, and the proceeds spent on the up-keep of the roads, is one of the most mis-represented men of the present day. Because he does not hold with short sentences—believing them to be a positive cruelty to the criminal—he is often abused as "unduly severe." But he has a kind heart behind an iron exterior, and there are many stories told of the prisoners' families whom he has befriended until the head of the family was "out" again. In an assault case some months ago, where the defendant under great provocation had struck a man severely with a stick, rendering him insensible, Sir Ralph said, "It is a great pity the noble art is not practised now as it was. When I was a student I could 'down' anybody I could put my hands on. If this man had used his fists instead of a stick he would not have been here now." He once had to sentence a burly ruffian to five years' imprisonment for robbery. Hearing that the man's wife was in straightened circumstances, he made inquiries, and bought her a sewing-machine and took other steps to see that the home was kept together. When the man came out of prison he called on the judge, who expected a volley of abuse for the severity of the sentence he had passed. Instead, the man poured out his thanks for what had been done for his family whilst he was away, and announced that he had finally done with the old life. That sewing-machine was the beginning of a great charity which now looks after prisoners' families whilst they are in gaol.—M. A. P.

Cupid has been busy both in the Lower and in the Upper House since the last election, and political society was much thrilled last week by the news of the engagement of one of the most brilliant of youthful Liberal stalwarts to a young lady who belongs to the best of the Tory camp. The bride-elect is Miss Blanche Lyttelton, the eldest daughter of the gallant soldier who represents the army interest among his many clever brothers. Miss Lyttelton is, of course, a niece of the late Secretary of State for the Colonies, and of the present headmaster of Eton, and also of the widowed Lady Frederic Cavendish. Her fiancé is Mr. C. F. G. Masterman, who, after a brilliant university career, plunged into Liberal journalism, being for a while literary editor of the Daily News, and who at the last election won West Ham (North) for his party, defeating the late member, Mr. Ernest Gray, by a huge majority. The Lyttelton-Masterman engagement is an interesting example of how little political animosity and social antipathies are now allowed to interfere the one with the other. No modern Juliet connected with either of the great political camps need fear marital opposition, and in the case of this forthcoming alliance it is an interesting fact that although the Lyttelton brothers have always been adherents in a special sense of the Conservative cause, they were favorite nephews by marriage of Mr. Gladstone, to whom their early advancement in life was certainly in a measure due.—M. A. P.

The Marchioness of Breadalbane was recently presented with a copy of the works of Burns from the villagers of Kenmore, in recognition of her kindness in ordering the collection of mementoes for their entertainment. Her ladyship is one of the most skilful sportswomen in society, and takes a special interest in deer-stalking. She is a first-rate shot and an expert angler, and some time ago she wrote a book called "The High Tops of Black Mount," in which she gave some remarkable descriptions of her deer-stalking experiences. Lady Breadalbane is a daughter of the late Duke of Montrose, and bears the pretty names of Alma and Inogen. At Taymouth Castle, Lord Breadalbane has a fine seat, she possesses a fine private park, and it was there that the late Queen Victoria tried her hand at butter-making many years ago. Lord Breadalbane is a typical Scottish laird and one of the largest landowners in the Kingdom. His estates cover over 300,000 acres and extend in one unbroken line for more than one hundred miles in length. His seat is a grand favorite with Queen Victoria, and held several important offices in the Royal Household. Among his many decorations he possesses the Order of the Seraphim, which was conferred upon him by the late King Oscar of Sweden. Lord Breadalbane is the only British subject who wears this distinction. He is also entitled to wear what is even more precious to him—the medal of the Royal Humane Society, bestowed upon him some years ago for saving the life of a man at imminent risk to his own. At Auchincry House, near Lord Breadalbane's seat, there grows what is believed to be the finest vine in Europe. Some years ago it produced a vintage of 4,000 bunches of grapes in a single season.—M. A. P.

## BRITISH OPINION

London Morning Post.—"Sane Imperialism" is a phrase to which Unionists have attached a very definite meaning ever since Viscount Milner resumed his post in public life eighteen months ago. Imperialism for him is "not a cry, but a creed," and for the Earl of Rosebery it was formerly something worthy of being a creed, though since the critical days of the South African war Lord Rosebery's Imperialism has seemed to be in abeyance, his speech to the Liberal League yesterday reads like a challenge to the idea that this association no longer counts in national politics. His programme of Liberal resistance to Socialism was summarized under five heads, of which "Sane Imperialism" was the first and "Free Trade" the next. Following these the three main subjects of the new policy are "Hostility to Socialism," "A Reformed and Efficient Secret Chamber," and "Consideration of the serious dissensions within the cabinet on these very questions. Lord Rosebery's pronouncement must have a far-reaching effect. It appears that he is now a Unionist on every important issue except free trade. But if it should come to a choice between "protection" and Socialism—as tariff reformers have long foreseen—the leader of the Liberal Imperialists would "have no hesitation" in accepting tariff reform as the basis of a party. Despite the fact that the country may be driven to tariff reform in sheer desperation owing to the increase of expenditures, especially on armaments. Nevertheless, he disavows himself entirely from the policy of ignoring the growth of rival powers, and talks of social reform in language which does not suggest the least of a tariff. But, he is practically admitting that tariff reform is bound to come, he excludes it from the scope of "Sane Imperialism." For him that phrase connotes no definite policy for promoting the closer union of the empire.

London Daily Express.—"Socialism is the end of all—faith, freedom, property. Socialism is the death blow of all." In these impressive words Lord Rosebery repeated yesterday the contention made over and over again in these columns. His speech coming immediately after Mr. Asquith's bold lead against the Socialistic Unemployed, and the expenditure of circumstances are forcing the elements of the Liberal party into the battle against the doctrines of the red flag. Lord Rosebery has no doubt about the imminence of the menace of Socialism. His whole speech was an insistence on the necessity of the recognition of the danger, and he made an admirable point in warning his hearers not to count on the fact that Socialists are still in the minority, because history teaches that revolutions are made by minorities. It is possible to exaggerate the importance of Lord Rosebery's speeches since his furrowed brow and his earnestness, he remains the eloquent spokesman of the large class not attached to any political party, who are sometimes spoken of as the men in the street. Lord Rosebery made another vastly important pronouncement. He admitted that we might be driven to the option between protection and Socialism, and in that case he said he would have no hesitation in adopting protection. A matter of fact this is not a question for the future; it is already the great alternative of English politics. Tariff reform or Socialism—one or the other must be chosen.

London Standard.—There was little to be said in Lord Rosebery's presidential address yesterday to the members of the Liberal League of that slightly fatigued tone of passive disgust at the state of things generally which has so far marked his political utterances during the last few years. He began indeed by confessing that when the present ministry came into power he thought the League might as well disband, having accomplished the end for which it was created. He then proceeded to say that the Liberal party as a whole will be anything but delighted on finding that Lord Rosebery has exorcised with contemptuous incisiveness the dangers of the present ministry to which, if not quite prepared to join in it, they themselves refer with studied politeness. We don't think it is possible to impute insanity to those who share his pride in the empire, but who are not with him on a few other points. But when he speaks as he did yesterday on the market here, was built in 1902, and belongs to the Osaka line.

London Daily Chronicle.—Lord Rosebery's speech to the Liberal League yesterday may be described, so far as the Liberal League is concerned, as an impassioned appeal on behalf of a Second Chamber as a bulwark against Socialism. He both gives too much credit to the House of Lords as a bulwark and allows too little scope to the functions still assigned to it under the government's scheme. He hopes great things, it seems, from the committee over which he is presiding. His scheme of reform will be based, with interest, but most Liberals, while they would strengthen the House of Lords, find some difficulty in believing that the House will ever succeed in reforming itself into impartiality. It has a permanent Tory majority of 500 at least. On the second point to which we have referred above, that Rosebery treated the government's plan as tantamount to simple abolition. This is not the case. He omitted to mention both the provision for successive conferences between the two houses and the shortening of the duration of parliaments, which is also an integral part of the government's plan.

## NAVAL OFFICERS NOT CONTRABAND OF WAR

Underwriters Have to Pay for Seized Steamer Nigritia—March Losses Heavy

The underwriters have had to pay for the loss of the British steamer Nigritia, seized by the Japanese prize court and condemned by the Japanese prize court on the ground that she had contraband persons, namely two Russian officers on board in disguise. The Nigritia was captured by a Japanese cruiser on a voyage from Shanghai to Vladivostok with a cargo of kerosene. Now it was agreed that this commodity should not be held to be contraband, but unfortunately for all concerned she carried something else, that "something" being two Russian naval officers in disguise. For this she was

Henry Young  
&  
Company



## Spring Shopping Delights the Feminine Mind

Thoughts of Spring Suits bring thoughts of Spring Petticoats, indispensable to new costumes. In our new 1908 stock we have one of the finest collections of Underskirts to be found anywhere. Exquisitely dainty Skirts of lingerie and silk, also the more useful kind, the ones we itemize today:

## New Taffeta Silk Moirette Underskirts

In Black, Green, Navy, Reseda, Brown

This delightful material is the new finish in silk warp moirette, which not only has the appearance of bright silk moire, but retains its sheeny, silky look; it rustles like silk and does not lose its rustle after being worn. It has the chic swish and rustle of very expensive taffeta silk, but is infinitely more durable; light, strong and effective, it is the ideal material for an up-to-date woman's skirt. Well made in most exclusive designs. These Underskirts are marvelous value at our price, each.....

\$5.75



## Henry Young &amp; Company

Government Street, Victoria, B. C.

condemned as a lawful prize. An action was brought against the Yangtze company, with whom she was insured originally, and the claim eventually settled by payment of 90 per cent. The Yangtze had reinsured with the indemnity on a warranty of "kerosene only" that is no contraband of war. After taking over a month to think about it, Mr. Justice Bligh gave judgment against the indemnity company on the grounds that the Russian officers were contraband persons, and not "contraband of war." The Japanese prize court had drawn so fine a distinction, they might not have condemned the vessel.

March is proving a heavy month for the underwriters. It is feared that the bulk of the cargo under cover a heavy claim on both hull and cargo. She was homeward bound from the east with a cargo of rice, and went ashore on Oyster reef, near Akiba. After jettisoning 700 tons she got off with assistance, and is now in harbor badly damaged. Pumps and divers have had to be sent from Calcutta, and the expense of even temporary repairs is bound to be heavy. She is one of Messrs. Lunn's steamers, insured at Lloyd's on a value of £29,000. The London market will also get the bulk of the cargo under cover.

Arrangements have been made to save the British steamer Ching Ping, ashore near Tsingtau. A salvage contract has been fixed up on a "no cure, no pay" basis, allowing to receive 50 per cent of the value recovered. As already reported the Ching Ping is of 1385 tons gross register, belonging to the Chinese Engineering and Mining company.

A cable from Tokyo states that the Japanese steamship Keijo Maru has gone ashore off the Japanese coast. She is the only steamer of the Osaka line, and was built in 1902, and belongs to the Osaka line.

Underwriters are very uneasy about the Dutch steamer Kinderdijk, which is badly ailing, Novorossiysk with a cargo of grain. It was at first thought almost certain that she would be floated, but a subsequent very bad report caused underwriters to change their opinion. The steamer is now on her. The hull was valued at £20,000 and insured in Holland. The grain is covered partly on the Continent and partly in England on a value of about £22,000.

## LACROSSE SCHEDULE DRAFTED FOR SEASON

The Senior Victoria Team Will Have Fixtures for Big Games

(From Sunday's Daily.)

The entire session of the B. C. A. L. A. was taken up last night with the drafting of the schedule for the season, and the Victoria club have one of the best arrangements for the year, that fixtures could possibly be provided. The schedule provides for the playing of two of the games on holidays and the Victoria club will insure big games. Victoria will play the Vancouver team here on both May 24 and September 7, Labor day.

The names of the schedule committee were J. W. Lorimer, P. J. Lynch, Lionel York and E. N. Martin. The schedule is as follows, the games to be played on the grounds of the last named club:

May 24—Vancouver vs. Victoria  
May 30—Vancouver vs. New West  
June 6—New West vs. Victoria  
June 13—Vancouver vs. Maple Leafs  
June 20—Vancouver vs. New West  
June 27—Victoria vs. New West  
July 4—New West vs. Vancouver  
July 11—Victoria vs. Maple Leafs  
July 18—Maple Leafs vs. Victoria  
July 25—Vancouver vs. New West  
August 1—New West vs. Maple Leafs

Aug. 8—Maple Leafs vs. New West  
Aug. 15—Maple Leafs vs. Victoria  
Aug. 22—Victoria vs. Vancouver  
Aug. 29—Vancouver vs. New West  
Sept. 7—New West vs. Maple Leafs  
Sept. 14—Vancouver vs. Victoria  
Sept. 21—New West vs. Victoria  
Sept. 28—Vancouver vs. Maple Leafs

## COMMITTEE SELECTS ALL-ISLAND ELEVEN

Special Meeting Decides on Date of Nanaimo-Ladysmith Game

(From Sunday's Daily.)

The All-Island team to meet the Nanaimo team was yesterday selected by the representative team committee at the termination of the two big games at Oak Bay and the team that has been chosen should be able to take the measure of the mainland representatives.

The big game between these two teams will take place next Saturday at Ladysmith and should be one of the best of the season. The selecting committee was as follows: C. Graham, Nanaimo; J. Eno, Ladysmith; A. Lockley, Esquimaux; C. G. Duncan, J. B. A. A. and E. M. Whyte, Y. M. C. A.

This is the team that will wear the Island colors: Goal, Bradshaw, Nanaimo United; Backs, Graham, Nanaimo United; and Lorimer, J. B. A. A.; Halves, McKinley, Ladysmith, Johnston, Y. M. C. A. and Harley, Nanaimo; Forwards, (r. o.) Granger, Ladysmith; Crullickians, (r. i.) Nanaimo; Centre, Adams, Ladysmith; Forwards, (r. i.) Graham, Ladysmith, Buxton, (r. o.) Esquimaux.

At a special league meeting held in the evening it was decided that the Nanaimo-Ladysmith game for the championship should be played in this city on April 11, at the Oak Bay grounds. The arrangements for this match would be left in the hands of the association executive.

The secretary was instructed to write to Vancouver protesting against the appointment of T. McColl as referee.

## C. P. R. ANNOUNCES NEW ARRANGEMENT

Traffic Deal With Chargeurs Reunis Line Will Be Commenced in May Next

The announcement made some time ago in these columns of an arrangement made between the C. P. R. and Chargeurs Reunis Steamship company to be commenced in May, whereby the French line will complete its world-circling route by a direct run across the Pacific, has been officially announced by the C. P. R.

Mr. Robert Kerr, passenger traffic manager of the C. P. R., said the arrangement marked another step in the development which is going on in the trade between Canada and Japan. The new going to establish a round the world service similar to that of the Blue Funnel line. Starting out from Antwerp, the boats would run through the Suez canal to Hong Kong, then to Yokohama and to Vancouver, then down the South American coast through the Straits of Magellan, and back to Antwerp. The coming of the now going to establish a round the world service similar to that of the Blue Funnel line. Starting out from Antwerp, the boats would run through the Suez canal to Hong Kong, then to Yokohama and to Vancouver, then down the South American coast through the Straits of Magellan, and back to Antwerp. The coming of the now going to establish a round the world service similar to that of the Blue Funnel line. 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