

## LYDD GEORGE ATTACKS ABUSES OF THE ENGLISH LAND SYSTEM

Speaks of the Inauguration of the Gladstone League, Which Aims to Protect and Educate the Rural Laborers—Hares and Rabbits Protected But Not the Farm Worker—Striking Cases of Intimidation Cited by Chancellor of the Exchequer.

Mr. Lloyd George, the president of the Gladstone League, addressed a magnificent meeting in support of the objects of that organization on March 23 in the Queen's Hall.

It was a meeting great in its representative character, in its earnest unanimity, and in its eager absorption of the inspiring vigor of the president's call to arms.

Mr. Lloyd George gave the audience a number of instances of intimidation which had occurred in Wales in his early boyhood. Notices to quit were showered after an election on the tenants who had dared to exercise their right of selection, and the poor people were turned out by scores on the roadsides. In triumphant tones the speaker dealt with the present happier condition of affairs in the principality, where the chains that bound the rural voters in the old days have been broken.

**Handsome Gifts.**

It was announced by the chairman that Mr. James E. Platt, of 42 Grosvenor place, S. W., the ex-Liberal candidate for Great Yarmouth, had expressed his intention to give £100 for five years to the league. An anonymous donor also promised £500.

In opening the proceedings the chairman mentioned that the Gladstone League was the outcome of the last election. It aimed to deal with intimidation by the establishment of a great indemnity guarantee fund, which would give the rural laborer that sense of security which at present he was unable to possess by any activities of his own. They now had ten thousand members, and there was no reason why within a year they should not have as many as the Primrose League.

**Mr. Lloyd George.**

Mr. Lloyd George was received with "Poland's Jolly Good Fellow." He said: During the last general election it was my privilege to address, I think, two or three hundred gatherings in this country, and I have been very deeply impressed by the same zeal, the same ardor, the same spirit of resolution and zeal which carried us to victory at the general election. (Cheers.) I am glad of that, because we are only on the eve of very stirring events.

The Progressive forces in this country are lending their energies to the task of uprooting the mischievous power of feudalism. (Cheers.) The reactionary elements in the country, on the other hand, are with the same energy, with the same ardor, with the same spirit of resolution and zeal, taking the task of nourishing and feeding those roots, of strengthening them, and deepening their hold on the soil, and by anything and by everything they call reform, they are endeavoring to keep the land in the hands of the few, and to bar in every direction by the feudal power. (Hear, hear.)

In the villages we find it driving the population from the healthy occupations connected with the soil into the unhealthy atmosphere of the towns, or often driving them across the sea to find a living. In the towns we find the same conditions imposed on the tenure of land, and the people are driven into unhealthy habitations, and when you come to the Government of this country you find the same power obstructing every measure demanded by the people for the amelioration of their condition. Feudalism is the enemy (cheers) and we have got to deal with it. (Hear, hear.)

Victory in 1905 meant the regeneration and the emancipation of Britain. (Cheers.) Defeat would mean despair and disaster to the British democracy, and I am therefore glad to see signs that the democratic and progressive forces of this country are realizing the magnitude of the opera-

tion in front of us, and are organizing for the purpose of dealing with it. (Hear, hear.) The Government have been subjected recently to some criticism from foes, and just a little from friends. (Laughter.) Some of that criticism has possibly been justified, and is therefore helpful. Some of it, I think I may say a great deal of it, has been dictated by impatience, and is therefore unhelpful.

**Words to Critics.**

This is the first chance I have of saying a word to our critics. They have criticized for our good. I will return the compliment and criticize theirs. The first thing I want to say is this—there is nothing more baffling to the reformer than the patience of the people with wrong, except their impatience when they are aroused to a sense of it. You find the people enduring injustice, oppression, fraud, generation after generation, and without a murmur—just a groan—for centuries. The patience of the people is a sense of all time. (Hear, hear.) We suddenly they are stirred up to a sense of the injustice that has been inflicted on them, and when they rise in their might there is nothing which is more baffling than their impatience, and they wait for the counsel of prudence in their efforts to redress wrongs which they have endured for centuries.

This is the first thing I have to say to those who are engaged in settling the old but very account with a House of Lords. (Loud cheers, and a voice: "Down with them.") I agree, but let us go at it scientifically.

We are in for a protracted fight. It is a big job, but if we stand together we will win. (Loud cheers.) And I am very glad that those who are engaged in the Gladstone League are going about it intelligently and organizing systematically. That is what is going to do it. In every way there is a dearth of fighting men; but a superabundance of strategists. You will get one at every bedside. It is true, two of them will agree except in condemning everybody. (Laughter.) We want fighting men, and you may depend on it that our general will lead us on to action. (Loud cheers.)

**Purpose of the League.**

Now I come to business. I am going to talk about the purpose of the Gladstone League. It has already been dealt with in the very admirable speech of the chairman, and all I have got to do is just to drive home one or two points which he so admirably made. The first essential object of this organization is to insure complete protection to the voter in the exercise of his civil rights. (Laughter.) After all, the franchise is the most valuable possession of a workman. Is it the only property that is not to be protected by the law of the land? If a man is deprived of his franchise, he is at his disposal to assist him to recover it and to bring the depredator to justice. Why not the vote? The vote is a property which is not to be taken for an offence. (Laughter.) If a man is deprived of his franchise, he is at his disposal to assist him to recover it and to bring the depredator to justice. Why not the vote? The vote is a property which is not to be taken for an offence. (Laughter.)

Now, the circumstances of the last election disclosed intimidation and interference with voters on a scale that is almost unparalleled in modern times. (Hear, hear.) Never before has the law been put in operation. (Cheers.)

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## FACTS ABOUT CANADA'S NAVY SHIPS TO BE EFFECTIVE ONES

The Bristol Cruisers Are Among the Finest in the World—Few Nations Can Show Better—The Destroyers to Be of the Latest Type—No Tinpot Fleet.

There is a great deal of misapprehension as to the size of the vessels which it is proposed shall form the nucleus of a Canadian navy. Conservatives have made it appear that the entire scheme is upon such a trivial plan that no future is presented for the youth of Canada to enter upon the naval profession.

Doubt has been presented in two forms. First, that the proposed navy was of the "tin pot" variety, so insignificant that no career was presented to young Canadians to join it, because it offered no attractions. Second—Because the navy contemplated did not meet with the approbation of the British admiralty.

These two suggestions are without any foundation in fact. It may be said first, that the vessels are of great size, tonnage and strength; and secondly, that they are the very type selected by the British admiralty.

To make the subject more intelligible the proposed vessels are as follows:

Niobe, armored cruiser, 11,000 tons displacement; 430 feet long, 42 feet beam, 26 feet draught; 15,500 indicated horsepower; speed 20 knots; cost originally \$2,741,415; coal capacity, 1,000 tons; complement, 600 men; 16 4-in. guns, 12 12-pounders, 5 3-pounders, 2 machine guns, two torpedo tubes.

This vessel is to be purchased from the British Government, and will be stationed on the Atlantic side, and be used as a training ship. It is part of the scheme to train Canadians for a naval career, pending the construction of the permanent vessels of the fleet. This will meet the aspirations of a great many young men who have already signified their intention of entering the navy.

**Rainbow, armored cruiser.** This is a vessel of 8,500 tons purchased from the British Government, to do service on the Pacific as a training ship, in

the same way as the Niobe will on the Atlantic.

Four Bristols, armored cruisers, each 4,800 tons displacement; 430 feet long, 42 feet beam, 15 1/2 feet draught; 10,000 indicated horsepower; speed, 25 knots. Complement each 20 officers and 371 men.

These are the latest type of fast cruiser, being constructed by the British admiralty. So recent are they that the latest particulars with regard to them have not been given. The particulars of construction and armament will not be divulged.

Six Destroyers of the latest improved river class. The very latest type adopted by the British admiralty. They will be about 225 feet long, 23 1/2 feet beam, 9 ft. 6 in. draught, twin screw; 600 tons displacement; 7,500 indicated horsepower, over 25 knots speed. Complement, 30 officers, 546 men.

The navy will thus consist of twelve vessels, about 65 officers, and 2,500 men. As to the armament it cannot be mentioned now with any certainty, as details of this description are given publicly, but the fleet will be a formidable fighting unit, and of the greatest service to the empire in case of emergency. As coast and commerce protectors they are a very same class of vessels used for the same purpose by the British and Canadian navies. They are recommended to Canada as the most useful type for the purposes required.

Approximately this navy will cost \$11,500,000 to build and about \$3,000,000 a year to maintain.

The entire scheme was based upon the fact that the British fleet of the British admiralty. The object sought was to relieve the British fleet of the task of defending commercial routes in time of war. The cruisers, it was pointed out, would be reason of their great speed, be enabled to know the whereabouts of an enemy and give timely warning to the heavier battleships. At the same time their own

armament will be of such strength that they can take care of themselves in an emergency.

These are the vessels described by Conservatives as a "tin pot" navy. For purposes of comparison it may be stated that the Niobe is 3,000 tons larger than the two largest of the United States cruisers, and 8,000 tons larger than most of the others.

The Bristols will be exceeded in size by only three United States cruisers—(two being those referred to above, which are themselves 3,000 tons smaller than the Niobe). The Bristols will be larger by several thousand tons, than thirty cruisers of the United States navy, and be only exceeded in size by three United States cruisers.

If the Canadian navy is "tin pot" what of the United States navy? Another point of comparison is the Canadian cruisers are larger than any of the United States cruisers, the Argentine Republic, Brazil, China, Chile, Denmark, Netherlands, Norway, Portugal, Sweden, Turkey.

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It is evident that the Canadian navy compares well with the cruisers of any other nation in the world. Cruisers are a very important part of a navy, and as Canada followed the suggestions from the British admiralty, with regard to the type of vessels which would be of the greatest assistance to the empire in case of hostilities, it stands to reason that Canada has the nucleus of a

navy of which any country would be proud.

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France, Germany and the United States have some destroyers larger than those of Canada, but the Canadian ones are vastly superior to many of those belonging to either of the countries mentioned in tonnage, indicated horsepower, and speed.

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**Prices of Famous Violins**

They Range in Value From \$8,000 to \$22,000 Apiece.

Stradivarius fashioned his best instruments between the years 1700 and 1720, while the choicest were made between 1709 and 1715. Vioti's violin is from 1704 and is valued at \$15,000.

The violin owned by the virtuoso H. W. Ernst, but now the property of the Wilma Neruda Halle, cost Charles Halle \$10,000. Frans Eile had one from 1710 which cost \$16,700.

One in the possession of Sarasate is dated 1713, and is owned by the Spanish crown, which has loaned it to Sarasate for life. This is the one he himself plays upon. The other he owns himself and from the year 1723 and is a gift from Queen Isabella II. Spain. The value is not less than \$22,000.

Joseph Joachim has three. The most famous is the one called "Pesther-geige," which the master uses most frequently. It is from 1714 and cost \$30,000. Another one from the same year was given to Joachim by friends in England, who paid \$15,000. The third is played by Carl Halir. It is from 1714 and cost \$15,000.

The last instrument known to have been made by the great master is the famous one known as "Schwanengang," dated 1737. It belonged to Saint-Saëns, and was sold to the H. W. Ernst for \$15,000. This instrument has an inscription on the back which says "Daniel 33" and the instrument was made when the master was 93 years old.

**SIR THOMAS SHAUGHNESSY DISCUSSES IRISH HOME RULE**

A Remarkable Speech at Montreal by the C. P. President—Canada an Object Lesson—Home Rule Not Separation.

In a recent speech at Montreal, Sir Thomas Shaughnessy, president of the Canadian Pacific Railway, responded to the toast of "Canada." He gave a glowing description of the Dominion's progress since the settlement of 1867, and emphasized the harmony between the people despite variations of race, language, religion, and interests, and the loyalty of all to the crown and empire. Applying the moral to Ireland, he said:

"I should like to devote a few words to another subject which appeals to every man of Irish birth or extraction, wherever he may live, and that is the prompt and effective amelioration of what are manifestly Ireland's wrongs, with the improvement in the position of her people that would surely result from such a policy. For generations there has been something in the nature of a feud between the people of Great Britain, or I should say, of the governing class of Great Britain, and the Irish. At times the feeling has been so intense that lawlessness and consequent reprisals. Neither party has been free from blame. On the one hand there was the overbearing audacity of a class actuated by selfishness and avaricious superiority; on the other, the wrath and vindictiveness of a people who felt that they were being subjected to humiliation and cruel treatment. In both cases there were, doubtless, other motives and other incentives, to which I need not now refer, but I must declare my conviction that in the relations between Ireland and the other parts of the British Empire there is a situation that should not and cannot longer continue." (Applause.)

After a reference to the establishment of constitutions in Russia and Turkey and of the trend towards conciliation and compromise in industrial as in international affairs, Sir Thomas Shaughnessy went on:

"While nations and individuals in all other portions of the world have been undergoing this change of heart and reaching a better understanding, it is to be believed that England and Ireland can remain in their present illogical and unnatural attitude toward each other? The land of the shillelagh has accomplished a great deal, but why stop there? Ireland is entitled to and should have local self-government, as should England, Scotland and Wales, if they want it. In the case of Ireland separation is an undesirable and it is impossible, and there may be other features of the home rule programme that require modification or elimination, but why should the opponents of the trend towards conciliation and compromise in industrial as in international affairs, Sir Thomas Shaughnessy went on:

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As to the destroyers, those for the Canadian navy are larger than any similar type in the navies of the Argentine Republic, Austria-Hungary, Chile, China, Denmark, Greece, Italy, Japan, Netherlands, Portugal, Norway, Sweden and Turkey.

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France, Germany and the United States have some destroyers larger than those of Canada, but the Canadian ones are vastly superior to many of those belonging to either of the countries mentioned in tonnage, indicated horsepower, and speed.

**THE ART OF THE CARTOONIST.**

One thing is certain: In order to obtain a successful result very careful observation is necessary, whether drawing from nature or memory. In studying a subject, weakness or strength of character should be grasped first; but almost equally important is to note every detail of dress—the shape and pitch of a hat, for instance—these are essential to the caricature. The cartoonist shows himself in various ways. The fact is that few men know what they appear to be to others. I have known a peer express an objection to being drawn with spats, because he did not consider they looked well in a picture, although he always wore them. Another, who had been splendidly caricatured by Pellegrini, said to me: "I get the shivers when I am in the room with that man ever since he so grossly libelled me. If there is one thing upon which I pride myself it is my physique, and he has made me bent and stooping." And yet long after his stoop was the first thing one noticed about him—"Spy," in the Strand.

If the Canadian navy is "tin pot" what of the United States navy? Another point of comparison is the Canadian cruisers are larger than any of the United States cruisers, the Argentine Republic, Brazil, China, Chile, Denmark, Netherlands, Norway, Portugal, Sweden, Turkey.

Canada's cruisers are larger than 32 French cruisers.

Canada's cruisers are larger than 45 out of 51 German cruisers.

Canada's cruisers are larger than 22 cruisers of the Italian fleet.

Canada's cruisers are larger than 27 out of 30 Japanese cruisers.