



THE PRINCESS CHARLOTTE SAFELY AFLOAT

THE launch of the new C. P. R. ferry liner Princess Charlotte, superior to all passenger steamers of her kind on this continent and rivalling the world's best ferry steamers, by the Fairfield Shipbuilding & Engineering Company of Glasgow, of which news was given in a special cable despatch to the Colonist, was a ceremony of more than usual interest, according to advices received yesterday from a special correspondent of the Colonist detailing the circumstances and speeches at the launch. A full description of the fine new liner has already appeared, and the accompanying photographs of the steamer after taking the water are the first published in Canada.

The launching was for one thing, attended by brilliant weather, in which the Clyde-side looked its best, and which showed to great advantage the beautiful lines of the vessel, before and after she entered the water, and also the summer dresses of the ladies in the large party of specially invited guests who were on the launching platform.

The launch was timed for half an hour before noon, and it took place, as everything does at the Fairfield yard—prompt to the minute. Mrs. R. Marpole, wife of the General Executive Assistant officer of the Canadian Pacific Railway company in British Columbia, a Victoria lady, released and named the vessel, breaking the bottle of wine on her bow in exceptionally vigorous fashion. Among the others on the platform were Mr. Marpole, Mr. Arthur Piers, manager of the C. P. R. steamship lines, Mr. and Mrs. C. Gardner-Johnson, Dr. Francis Elgar, chairman of directors of the Fairfield company, and Mrs. Elgar, Admiral Sir Digby Morant and Colonel Paget Mosley, directors, Mr. Alex. Gracie, managing director, and Messrs. H. E. Deadman, A. W. Sampson, George Strachan, Alex. Cleghorn, James Syme, and P. A. Hillhouse—all executive officers of the Fairfield company; Mr. and Mrs. Samuel Elgar, and a large number of representatives of the Board of Trade and Lloyd's register of shipping, as well as friends of the builders of the vessel.

After the new steamer had been safely floated and taken charge of by tugs for berthing in the firm's private dock for fitting-out purposes, the launching party adjourned to the large model room at the offices, where luncheon was served. Dr. Elgar, who presided, after giving the loyal toasts, proposed "Success to the Princess Charlotte and the Canadian Pacific Railway Company." Mrs. Marpole had, he said, come all the way from Victoria to take part in the ceremony that day, and they of the Fairfield Company were exceedingly pleased to see her. They all admired the grace with which she had named the vessel, and also her determination in doing it so effectively. (Laughter.) The Princess Charlotte was not a large ship, as ships now went. Three years ago they built for the Canadian Pacific Railway Company the two large "Empresses," now running in the Atlantic service. He believed it was because she was not so large as these that the new boat was taking the title "Princess." They all wished her well, and they hoped that she would have a successful career, and be, besides, a credit to her builders. The Canadian Pacific Railway company were great shipowners—among the largest in the world. If they went on as they were doing, some day they would be the largest. (Applause.) A great deal was being said now-a-days about an "All-Red Route." He believed that they already had an All-Red Route. It was being worked now. They might go from Montreal by Canadian Pacific steamers, thence to Vancouver and Victoria by Canadian Pacific trains, and afterwards to Australia by Canadian Pacific steamers. So an All-Red route was already in existence, and it was only a question of developing it and making it faster than it was at present. The Canadian Pacific Railway company were working it, and he wished them all success. He hoped there would soon be still faster ships on the Atlantic than were now running to Canada, and very much faster ships on the Pacific. (Applause.) They at Fairfield had had the greatest pleasure in working with Mr. Piers, and if they were to work further with the C. P. R. in such matters—as they probably would—they would have the greatest possible pleasure in doing so again with him. (Applause.)

Mr. Piers, in replying, said that up to about five years ago the trade in the Pacific Coast

was carried on by steamers of about 13 knots, and it was evident that in order to get the business vessels of slightly greater speed would have to be obtained. The necessity for getting faster steamers was apparent, but instead of working up slowly, beginning with, say, 14 or 15 knots, the Canadian Pacific company had at once ordered a vessel of 19 knots. This vessel had carried on the business since she was put into service, but more was now required. Dr. Elgar had said that the Canadian Pacific were large shipowners. He himself hoped that before long they would have still more ships, and have a very firm hold on the shipping business of the world, not only on the Atlantic but also on the Pacific. The success of the company rested entirely on the prosperity of Canada. The Dominion today differed in some respects from its neighbors. It was well governed, had good laws, and banks which prevented financial crises—virtues which were not characteristic, to the same extent, of their neighbors. While times were not good on the North American continent, they were sufficiently promising in Canada to make them all proud and confident regarding the country. As to the new steamer, her success was already assured. That was not the first time that the Fairfield company had built for the Canadian Pacific, and their former vessels had been very far indeed from failures. (Applause.)

Admiral Sir Digby Morant proposed "The Health of Mrs. Marpole," at the same time presenting Mrs. Marpole with a gold watch bracelet as a souvenir of the occasion. He had, he said, seen a great many launches, but he had never seen a ship respond so quickly to the touch as the Princess Charlotte had done. He was quite certain that when she got to the other side of the water she would be a success, and he hoped that some day she would carry Mrs. Marpole as a passenger, and recall the memory of that launching ceremony (cheers.)

One or Two More

Mr. Marpole, in replying for his wife, said that lady had felt rather badly her failure to break the bottle on the occasion of the launch of the Princess Royal when that steamer was launched by the B. C. Marine Railway Co. at Esquimalt, and she was determined that there should be no mistake this time. (Laughter.) It was a great pleasure to her to take part in the ceremony. It was very fitting that she should name the boat, because she lived in Vancouver and she was a native Canadian by two generations of ancestors. So she had an interest in the country, very particularly in British Columbia, which had been her home for the last 22 years. As chief officer of the Canadian Pacific in British Columbia—at that end of the system—he had seen the evolution of the business on the west coast. Very few at that table could understand the enormous territory the Company had and the grand and beautiful country that British Columbia was. They who knew it were immensely attached to it—he as an Englishman and his wife as a Canadian. The interests of the trade on the Pacific coast required a vessel like the Princess Charlotte, and he could easily see one or two more orders in the future. (Applause.) The only doubt his wife had was about the name of the ship—what the Chinese element on the Pacific coast would call her. They had corrupted the Princess Victoria to the "Princess Vis," and the Indians had done even worse. (Laughter.)

Mr. Piers, in proposing "the Fairfield Shipbuilding and Engineering Company," expressed his great regret at the absence of Captain Mowatt, their marine superintendent, who had found it impossible to be present. During the three years he himself had known the Fairfield company, the Canadian Pacific had built three types of steamers at the yard—five vessels in all. The three types were totally different. This showed the great adaptability and versatility of the firm. In the first place they built the two large Empress steamers, the Empress of Britain and the Empress of Ireland. In these vessels they were restricted exceedingly by contract conditions. The ships had to trade where depth of water was limited, they were restricted as to length, there had to be the finest and the largest possible passenger accommodation, large cargo carrying capacity and a high rate of speed. It was a great compliment to the Fairfield Company that they solved the problem with complete success. (Applause.) The next pair of ships built for the Canadian Pacific at Fairfield were of a totally different character, and

Group on platform at launching of C.P.R. Steamer Princess Charlotte at Glasgow on June 27

of a kind which had never been built previously at that or any other yard. They were to be cargo and passenger steamers of high class for the inland lakes, and were to be finished at Fairfield and then they steamed across the Atlantic, and at the other side they were each cut in two and taken up for 600 or 700 miles by rivers, canals, and lakes without a hitch, and now they were in their places in the Lake service. (Cheers.) Next had come the Princess Charlotte, again a different type of vessel. She was of limited size, of very high speed, and fitted after the style of the coastal and river steamers of North America. In designing her the Fairfield company had to go to a considerable extent by information received from the Canadian Pacific company, under his own and Captain Mowatt's superintendence. The gentleman in charge of the Canadian Pacific steamers knew all that was required, and in order to make sure that he was getting it he made a voyage across to see the new vessel as she was being built. He was surprised to find that there was nothing whatever with which he could find fault. (Laughter.) In all the time he himself had had dealings with Fairfield his relations with the com-

pany had been of such a character that he felt as if he were among brothers. They quarrelled sometimes, but they always made it up again. They met each other half way, and tried not to be unreasonable. (Applause.)

Mr. Gracie replied, remarking that it had been a great pleasure to them to deal with the Canadian Pacific Company and with their officials, and they would always be glad to build ships for them.

Complimented the Colonist

Now that they are in this country Mr. and Mrs. Marpole are taking advantage of the opportunity to enjoy an extended holiday. Mr. Marpole knows Glasgow well, having been educated in one of its schools, and he remembers, in the old days, standing on the banks of the Clyde opposite Fairfield shipyard, watching launches from the berth on which the Princess Charlotte was built, and from the other berths in the yard. In a short interview after the launch he was good enough to express—first some very complimentary opinions about the Daily Colonist, second the great pleasure he and his wife had had in visiting Britain this summer, and third his boundless faith in the future of British Columbia.

Social Progress and the Human Mind

"Oxford, though it always dallies with the doctrines of the day, is an old-fashioned place," says the Morning Post, in discussing Mr. Benjamin Kidd's recent lecture on "Individualism and After." "It keeps to the tradition of reading the great thinkers and writers, and now and again it adds one to their number. Thirty years ago Oxford's chief thinker was Thomas Hill Green, whose pupils, now spread about in the Empire, are teaching the good old theory that a man has duties to his country, and that the mark of a citizen is the performance of duties. Herbert Spencer was not of that way of thinking. For him the State was not the embodiment of a common good commanding every man's allegiance, but simply an inevitable nuisance to be as far as possible 'limited and reduced.'"

"After nearly half a century Mr. Kidd goes to Oxford to disavow his master. His lecture was called 'Individualism and After,' a title which implies that individualism and Herbert Spencer's theory of no-State are dead, and that the truth was after all with T. H. Green and the Oxford School. T. H. Green has been dead many years, but his work and thought live after him. Those who learned from him and his friends and have found power for their life's work and help for this country in what

they learned in the day when his school taught. Oxford may feel that he did not live in vain when they find a disciple of Herbert Spencer laying down in the Herbert Spencer lecture that 'the highest good of the community is not, and possibly cannot be, reached by unregulated competition between private interests.' Still more will they recognize that the teaching of the Oxford School has borne fruit when they discover Mr. Kidd declaring that: 'It is not so much the human mind which is constructing the social process. It is the social process which is constructing the human mind.'"

"They will feel that perhaps in another fourteen years Mr. Kidd will have reached the point at which T. H. Green started them, that the social process is nothing but an aspect or manifestation of the human mind." Mr. Kidd, at the end of his lecture, was in serious doubt whether his hearers would think him reactionary or revolutionary. He need not have been distressed. They would recognize that he was getting near the stage when he would approach with profit the old text-books of the theory of the State and of its function as the shaper of characters.

"The truth that a man belongs to his coun-

"I have been," he said, "with the Canadian Pacific since its inception in 1881, and so am one of its oldest servants. For 22 years I have been on the West Coast, in charge of the British Columbia section of the work. It was peculiarly appropriate that my wife should name the Princess Charlotte, because not only am I the chief officer of the Company out there, but we can see the ship regularly, I from my head office, and my wife from her home in Victoria. We have got a great country in British Columbia, a grand country, with immense possibilities."

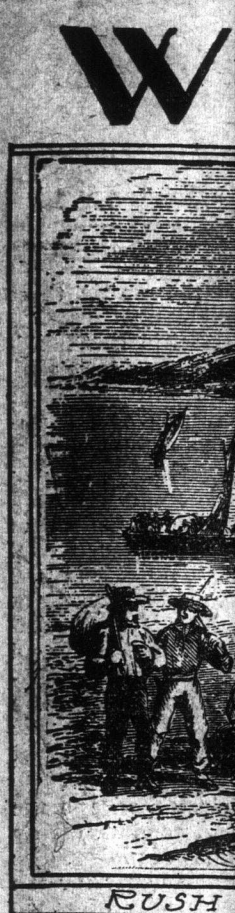
"Our holidays? Oh, we came over on the 7th of June, and we expect to be going back on the 7th of August. We have been traveling some in Wales, and a little in Scotland. We are now going up Loch Lomond, then through the Trossachs and back to London. We shall do a little of Ireland if we have time, and then we shall go to the continent, and come back to Liverpool so as to sail by one of the Empress boats. They are splendid boats, the Empresses—the finest boats going."

After which Mr. Marpole came back again to the glories of British Columbia. That was evidently his favorite topic.

Every century since the world began, and perhaps in every century has been for a time forgotten. It was forgotten by some of the old political economists, because in their concentration upon the problem of the wealth of a society they forgot the society and thought mainly of the wealth. Instead of the common weal they set up the idol of 'supply and demand,' with its instrument, unlimited competition.

"It did not occur to them that unlimited competition supervening upon feudal tenures might lead to the existence of a vast proletariat, and that the appeal to a proletariat to come forward and serve their country might reveal in portions of that proletariat a doubt whether the 'common good' supposed to be covered by the word 'country' was anything in which they had a conscious share. This theory of every man for himself and the devil take the hindmost is now rejected even at the shrine of Herbert Spencer. That is an advance."

England gathers 300 ships in one spot, and makes the other world's fleet look like a cluster of herring smacks.



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tune and a kind fr hands, and at the the lines incidents recollection of men ago. But the popul innocent takes have toil and made the w

In 1849, the site, ered with sand dunes the water's edge. A the city was built pa partly on mud flats, sand was thrown int forced back. The for shipping, and wharves. The Hud the first mercantile They came in about trade until the chie and the influx of trade, when they ret

In 1849, ships be of the world with pas United States tariff goods of every desor warehouses and on was no more storage were auctioned off late James A. McCr all '58ers (he havin business on Wharf of the auctioneers Francisco. Goods v the dismay of imp the profit of the pur From 1849 to 1857 begun to grow rap six times. Millions tion; but undaunted rences, the inhabita yet the cinders were suffered largely by t Wilby, formerly of gentleman had imp sherries and other tugal, where his fati merchant. He lost conflagrations. Mr. bered, some seven for a visit to his fr When on board a s Victoria and San F arose, and it was ger to cross the sa boarded the vessel. saloon and his head against one of the s ently not much hu Oporto he suddenly showed a fracture o

Early in 1849 Sa into a municipality, treasurer, and a full police force. One men was to vote the ficials salaries of selves six thousand was a great outcry. held and the alderm aries to four thousa mayor and the othe first mayor was Joh have been an excell still revered.

Courts were org Wm. B. Almond w He was a blunt, ove of long speeches. cutting discussions on ex parte testimo heard the complain that he had given and gave him a ver protested, and was Blackstone, when t had already decide remarks were unne that," replied the thought I would re you what a d— fo tort was not origina