

Britain's First Sea Lord

The naval correspondent of London Daily Telegraph wrote, respecting the ministerial changes recently announced as follows: The one which occasioned the most surprise, and misgiving was that of Mr. Winston Churchill as First Lord of the Admiralty, in succession to Mr. Reginald McKenna. The feeling is closely akin to that which the latter's appointment aroused in April 1908, when, as an economist with a strong treasury bias, he went to Whitehall. Mr. McKenna's term of office belied all prophecies for owing to many circumstances expenditure rose rapidly in the following three years, and now amounts to 44½ millions sterling. It is hoped that Mr. Churchill may also realize that while Liberal ministers



Winston Churchill

for the navy—Earl Spencer, for example—have left an undying record by a wise policy none has gained in lasting repute by a niggardly treatment of the country's first—and, indeed, only effective—line of defence against invasion and starvation.

It is common knowledge that a few years ago Mr. Churchill believed that great economy could be effected on the navy. It is even reported that he made a close investigation into the conditions of naval administration, and, in association with Mr. Lloyd George, stoutly opposed the estimates of 1909-10, when the appropriations for the fleet were increased by nearly five millions sterling to be followed by considerable rises in subsequent years. At this time the new First Lord was very active as an economist, but there is reason to believe that subsequent events in Europe have materially modified his views on the subject of British armaments generally. He came forward as a defender of the army estimates in 1910 in the House of Commons when he claimed that our safety from invasion was assured; "provided we maintained the unquestioned supremacy of the sea," and he added that "the whole of the regular army would not, and even could not be sent out of the country until that supremacy had been effectually established and need not in any case be sent out of the country until by their strength and training the territorial army were qualified to take the place of the regular troops whom we had now to keep in the United Kingdom."

In this statement Mr. Churchill enunciated the general defence policy of the government, which was supported, as the Prime Minister stated a year or two ago, by the unanimous opinion of the naval and military experts on the committee of imperial defence—namely, that the unquestioned command of the sea was the necessary basis on which an island kingdom and sea-divided empire must rest. On another occasion Mr. Churchill declared that "we must and could maintain 'an ample and effective superiority of sea-power over every likely combination.'" These phrases are indefinite, and contain no enunciation of a recognized naval standard, but they give some assurance that the new First Lord, with a closer insight into international politics obtained in past few years and a clearer knowledge of our defensive arrangements gained as a member of the Committee of Imperial Defence, has realized the supreme importance of a predominant fleet. The navy judging him by his public record, will hardly give him a particularly cordial welcome. It has suffered too much from so-called economy. But it will not be hasty in condemning him until he indicates by his policy that the later views attributed to him are unfounded.

Changes on the Board.

At present the board is a particularly strong one, and will give Mr. Churchill every support if it is his intention to continue the present naval policy. But unfortunately, Mr. Churchill will not have the benefit of all his present advisors for long. His appointment will be followed by several important changes in the board of admiralty, which may have considerable influence on the future of the fleet. By next spring only one of the sea lords who signed the navy estimates of the present year will be still at Whitehall; while the constructive department will be under a new director, Sir William Smith, and Sir W. Graham Green is now permanent secretary in place of Sir C. Inigo Thomas, who has lately retired.

One of the earliest changes will be the retirement from the office of the admiral of the fleet Sir Arthur Wilson, V. C., who has acted as First Sea Lord since Admiral of the Fleet Lord Fisher of Kilverstone relinquished this

position in January, 1910. The first sea lord is the principal naval adviser of the first lord. In particular he is responsible for the war readiness and distribution of the fleet, and his views on naval affairs influence powerfully the whole policy of the board. When Sir Arthur Wilson reluctantly returned to active employment in this responsible position at Whitehall—forgoing his well-earned leisure after a longer period afloat than any other contemporary officer—it was shown that he would remain at the admiralty only for a short period. On March 2 he celebrates his 70th birthday, when, under the age regulations, he will be placed on the retired list, and no surprise would be occasioned if he ceased to be first sea lord before this date. During his tenure of office there has been no important change in the reform policy initiated during Lord Fisher's six and a half years at Whitehall while, in association with Mr. McKenna, Sir Arthur has been responsible for unparalleled building programmes.

Owing to various circumstances, the field of selection of a successor to this, one of the most responsible positions in the government, is very restricted. Though this officer is a minister of the crown, he is no longer a political partisan. But a first sea lord must, in accordance with precedent, have been in command of one of the chief fleets, and must have had experience of naval administration. One of the few officers on the active list who fulfils these conditions is Sir William H. May, at present commander-in-chief at Davenport. He was formerly third sea lord and controller of the navy, and from March, 1907, until March 1909 acted as second sea lord, and then served for two years as commander-in-chief of the home fleet. Sir William May will in due course become admiral of the fleet, and if he went to the admiralty he would be in a position to hold the appointment of first sea lord for several years. He is only 62 years of age. Another officer is Prince Louis of Battenberg, who was formerly director of naval intelligence, was for two years in command of the third and fourth divisions of the home fleet.

A New Board.

Rear Admiral Charles Madden, who with one period of sea service as captain of the Dreadnought and chief of staff of the home fleet, has been associated with the naval administration for many years as private secretary to the first lord, naval assistant to the controller of the navy, naval assistant to the first sea lord, and junior lord of the admiralty successively, will shortly hoist his flag on his recent promotion to rear admiral. In the course of the next few months the command of the Sixth cruiser squadron will fall vacant, and Rear-Admiral Sir Edmond Slade will shortly relinquish the command of the East Indies squadron, for either of which positions Rear-Admiral Madden would be eligible.

Thus in the spring the whole board will have been reconstituted within the twelve months, except for the parliamentary secretary, Dr. Macnamara the civil lord Mr. George Lambert, and Rear-Admiral Charles Briggs, who became controller in December last, for Vice-Admiral Sir George Le Clerc Egerton was not appointed second sea lord until quite recently.

In addition to the flag changes afloat mentioned already in connection with Rear-Admiral Madden, in April next Admiral Sir Edmund Poe will complete two years in command of the Mediterranean fleet in April. This is the normal term, and should Sir William May become first sea lord, it would occasion no surprise if Sir Edmund Poe succeeded him as commander-in-chief at Devonport.

LAST H. B. C. COMMISSIONER

The departure of Mr. C. C. Chipman from Winnipeg is an event which will be marked with regret by every class of citizen. During the twenty years he has been in Winnipeg he has taken an active part in the development which has characterized the whole of Canada, and has been one of the foremost in helping in the work of the advancement of Winnipeg.

The post which he was the last to hold, that of commissioner of the Hudson's Bay Company, was one which was unique in the annals of the commercial history of Canada. Not only was he the executive head of one of the great commercial enterprises of the world, but of one which was among the oldest and best known; and, so far as Canada is concerned at least, the most important. The command which he took up in 1891 he occupied in direct succession to a line of autocrats which had held sway over the greater portion of what today constitutes the Dominion of Canada, for nearly two hundred and fifty years. For two hundred years the whole of Western Canada was a kingdom, over which his predecessors held the power of life and death; whose slightest word was law, and against whose acts there was no appeal. Under their rule the British flag waved not only over the Canada of today, but up to less than a century ago over Oregon, Washington, Idaho, Montana, well down into California; and Dakota and Minnesota—an empire, alienated by the British Government itself, almost as large as the Western Canada of today.

Mr. Chipman took charge of the fortunes of the Hudson's Bay Company on the eve of the great era of development which overtook Canada in the last decade of the nineteenth century. The task of guiding its course through the period of transition from a fur-trading organization to one of the greatest land-owners

in Western Canada, with a chain of great retail stores stretching from Eastern Canada to the western coast, year by year spreading out and changing with the changing conditions, required a master mind and a firm hand. The position which the Hudson's Bay Company holds today in the Canadian business world is a tribute to the manner in which the situation was handled by its responsible head. Year by year the position has become more difficult, until now, when it is recognized that the task has become too great for one man to handle. With the retirement of Mr. Chipman the post of chief commissioner of the Hudson's Bay Company is abolished.—Winnipeg Saturday Post.

ADVERTISING CANADA

As an evidence of the increasing prestige of Canada, as a field of investment and place for settlement for millions of people now resident in the most congested areas of Europe, Le Figaro, of Paris, will publish a large supplement, dealing exclusively with Canada, early in February.

This number of this great French paper will contain many views of Canada, taken from the Atlantic to the Pacific, and the Arctic ocean to the international boundary line. A review of her vast potentialities in natural resources, her magnificent farming areas, her mineral deposits and fisheries will all be comprehensively dealt with in this number.

This will be the first time in its history that this great paper has devoted an entire supplement to Canada, although it has done so, with many of the Central and South American countries, which may account in a large measure for the comparatively large populations, which some of these countries have derived, more lately from the southern countries of Europe. There will be sent to France also many thousands of copies of a most exhaustive book compiled under the auspices, and for the Montreal Chambre de Commerce for distribution among the French people. Both of these works have been compiled and arranged largely by Mr. Maurice Tremblay, of Peel street, the Montreal correspondent of the Paris Figaro, and, needless to say, they represent the fruits of an untiring energy and much research.

Mr. Tremblay believes that the presentation of the exact facts with regard to this country, untrammelled by any advertising considerations, will go a long way toward inducing not only French capital to come to Canada, but will also result in the immigration to Canada of a class who will be a real asset to the country, and will infuse into the future composite Canadian nationality, an admirable element.

AN AUTO SELF-STARTER

J. W. Fitzgerald, of Grand Rapids, Mich., for nearly fifteen years hoped for the realization of his dream of a device that would successfully start an automobile without the necessity of the owner getting out in front and cranking it. A short time ago success crowned his efforts. In his discovery of the principle that will allow a man to sit in the front seat of his automobile, press a button and start his car his dream has come true, for he invented what is said to be the simple and successful automobile self-starter. When automobiles were first being built and pioneers in the industry were putting their first cars on the market, Fitzgerald saw that, unlike the engineer in the engine cab, the auto driver must first sufficiently twist a steel rod in the front of the car so that the motor started. Years of work, disappointment and worry, mixed with occasional hope, went by. Mr. Fitzgerald had seen a fortune go glimmering. Nearly \$50,000 of his own savings and his backers' money was gone. Then Howard E. Coffin, an automobile builder, had just designed his latest car, the Hudson "33." It was almost ready to be announced. He learned that Fitzgerald, in Grand Rapids, had executed the final stroke on a device that allowed an automobile driver to start his car without cranking, by pressing a button. Fitzgerald had been successful at last. He had located the correct principle for an automobile self-starter. Mr. Coffin gave the device all the tests he knew. In 98 times out of every 100, under all sorts of conditions, the motor responded. Then came the announcement of Howard E. Coffin's latest automobile, the new self-starting Hudson "33," and the realization of Fitzgerald's vision was embodied in the perfected starter, that cost him so many years of work.

CAN THE SERPENT FASCINATE?

Professor Barnard concludes from his personal observation of cobras in Ceylon, that the serpent's traditional love for music is a pure fable; and that the only effect of music is to arouse the reptile's curiosity, which is excited by any loud and acute sound. The cobra protrudes its head from its burrow alike on hearing the snake charmer's flute, the rattling of a chain, or the sounds made by beating the ground with a switch. It appears to perceive only sounds of high pitch, for it pays no attention to the low notes of the flute or the beating of a drum. Professor Barnard has also confirmed, in Ceylon, the results of observations made in the zoological gardens on the supposed power of fascination exerted by serpents upon birds, and he concludes that this power of fascination is also purely imaginary.

A class for ladies was a feature of the Brightlingsea plowing matches. Miss Martin of Newmarket won the first prize, Miss Wring and Miss Thompson of Brightlingsea being second and third.

Mr. and Mrs. Edward Cottens of Stutton, Suffolk, have celebrated the sixtieth anniversary of their wedding. When receiving a deputation who made a representation to them, Mr. Cottens wore the waistcoat he donned on his wedding day.

Pitt's Life Reviewed

Dr. J. Holland Rose achieved so remarkable a success with his study of "William Pitt and the National Revival," that this second volume (Bell, 16s. net.) on the personality and achievements of the Great Commoner will be received with interest by all who can appreciate that which is best in historical literature, says the London Daily Telegraph. It is a really fascinating work that is now completed—for though the author promises us a third volume, to consist of "Pitt and Napoleon Miscellaneous," the biography of the great statesman is finished in this one. And a really splendid biography it is, marked, as we pointed out in welcoming the earlier moiety, by the ripe scholarship and clear-sightedness of the historian, and by his very real literary charm. Wide and involved as is the chapter of our history dominated by the remarkable personality of Pitt, it is presented by Dr. Rose in a singularly clear and deeply interesting fashion.

The decade and a half covered by this volume of 600 pages is perhaps as momentous a period as any within the limits of modern history, and that not only to this country, but to the greater part of Europe. In 1791 the French Revolution was proceeding to courses that might well horrify the world, and drive many sympathizers with that reform, of which Pitt himself had earlier been an advocate, into a policy of reaction and of detestation of the things done in the name of liberty, equality, and fraternity. Within this period the Revolution ran its course, and the young Corsican officer of the Republic proceeded far on his great career, and emerged from the unknown to be a formidable menace to England; within it, too, was waged war all over the Continent, and in the Indies, East and West. Nor was it in foreign affairs and the threat of invasion alone that the period was one of unceasing anxiety. At home there was a King whose mental condition threatened the necessity of a regency; there was such agitation of clubs and societies of reformers as suggests that the fear of revolution crossing the Channel may well have been a nightmare threatening to become actual; there was rebellion in Ireland, and sedition at home. It was, indeed, as has been said, as momentous a period of fifteen years as our history knows, and if, as Dr. Rose puts it, it represents the less felicitous part of Pitt's career, it is by no means the less glorious.

Pitt v. Napoleon

Varied as are the interests around Pitt's public life of this period—his private life, as his biographer says, unfortunately counts for little—it is the story of his struggle with the man who emerged from the welter of the French Revolution to establish an empire and dream of world-dominance that is the chief factor. It was near the close of Pitt's career that the two protagonists stood face to face: "Napoleon, Emperor of the French, President of the Italian Republic, Mediator of the Swiss Republic, Controller of Holland," absolute ruler of a great military empire; Pitt, the Prime Minister of an obstinate and at times half-crazy King, dependent on a weak Cabinet, a disordered Exchequer, a Navy weakened by ill-timed economies, and land forces whose martial ardor ill made up for lack of organization, equipment, and training." In the present volume Dr. Rose narrates:

"Faithfully and as fully as is possible, the story of the dispute with France, the chief episodes of the war, and the varied influences which it exerted upon political developments in these islands, including the early Radical movement, the Irish Rebellion of 1798, and other events which brought about the Union of the British and Irish Parliaments, the break-up of the great national party at Westminster in 1801, and the collapse of the strength of Pitt early in the course of the struggle with the concentrated might of Napoleon.

"That mighty drama dwarfs the actors. Even the French Emperor could not sustain the role which he aspired to play, and, failing to discern the signs of the times, was whirled aside by the forces which he claimed to control. Is it surprising that Pitt, more slightly endowed by Nature, and beset by the many limitations which hampered the advisers of George III., should have sunk beneath burdens such as no other English statesman has been called upon to bear? The success or failure of such a career is, however, to be measured by the final success or failure of his policy; and in this respect as I have shown, the victor in the Great War was not Napoleon, but Pitt."

Yet Pitt died at the age of 46, shortly after the arrival of the news of Napoleon's triumph at Austerlitz, and nearly ten years were to pass before the conqueror was to be finally laid by the heels. With regard to Pitt's remark on first hearing of the battle which spelt disaster to his plans, "Roll up that map (of Europe); it will not be wanted these ten years," Dr. Rose thinks that the words probably fell from him on some occasion, but points out that there are widely divergent stories of what the occasion was.

Revolution and Reform

In his opening chapter the biographer gives a survey of the state of things in England, and shows how the national agitation for various reforms received a serious setback from the excesses of the French Revolution. To take but a single point. In 1789 an attempt to remove the civic and political disabilities imposed on Nonconformists was defeated in the House of Commons by a majority of only twenty. In the Parliament elected in the following year the same proposal was defeated by 294 to 105. Similar results were seen when

the mildest attempt at Parliamentary reform was attempted. The theories which underlay the French Revolution inspired the advanced Whigs and Radicals, but the practical outcome of those theories among a people gone mad not unnaturally hardened those already out of sympathy with change, and brought to their ranks many waverers. That it was an inclement season in which to "put forth the tender leaves of hope" successive records of trials for sedition, treason, and so on, abundantly show; and it is scarcely possible to blame those who regarded severe repression as the only means of avoiding worse things. Pitt had himself been in favor of reforms, but the gulf between him and the reformers now became impassable.

"His speech of 10th May (1792) against any relaxation of the penal laws against Unitarians is a curious blend of bigotry and panic. Eleven days later a stringent proclamation was issued against all who wrote, printed, and dispersed 'divers wicked and seditious writings.' It ordered all magistrates to search out the authors and abettors of them, and to take steps for preventing disorder. It also intimated a due submission to the laws, and a just confidence in the integrity and wisdom of Parliament. Anything less calculated to beget such a confidence than this proclamation, threatening alike to reformers and levelers, can scarcely be conceived."

Pitt v. Napoleon

Pitt, his biographer declares, fell short of the greatest statesmanship in failing to distinguish between just demands for reforms and the visionary schemes of ill-balanced brains; for thus he "missed a great opportunity, perhaps the greatest of his career. What it means is clear to us, who know that the cause of reform passed under a cloud for the space of thirty-eight years. It is, of course, unfair to censure him and his friends for lacking a prophetic vision of the long woes that were to come. Most of the blame lavished upon him arises from forgetfulness of the fact that he was not a seer mounted on some political Pegasus, but a pioneer struggling through an unexplored jungle. Nevertheless, as the duty of a pioneer is not merely to hew a path, but also to note the lie of the land and the signs of the weather, we must admit that Pitt did not possess the highest instincts of his craft. He cannot be ranked with Julius Caesar, Charlemagne, Alfred the Great, Edward I., or Burleigh, still less with those giants of his own age, Napoleon and Stein; for these men boldly grappled with the elements of unrest or disloyalty, and by wise legislation wrought them into the fabric of the State."

The Genius of Pitt

Dr. Rose does not seek in any way to slur over the great statesman's mistakes—notable among which he puts Pitt's diffusion of effort over too large an area of conflict and undue trust in doubtful allies, also an over-readiness to credit others with his own high standard of intelligence and probity. But the completion of his fine study of the career of the man who stood for incarnate duty at a time when England greatly needed such, will be found to give a grand presentation of a wonderful man. It is true that much of the personality of Pitt evades us, but that is, perhaps, in no small degree because he was so thoroughly identified with his work; we have to picture the man from his deeds, from his official documents, instead of from the gossip of salons or the revelation of a diary or of light correspondence. Lady Hester Stanhope described the demands upon Pitt's time and energies by his work as murderous, and Dr. Rose says "he killed himself by persistent overwork on behalf of a nation which did not understand him, and in the service of a Monarch who refused to allow him to strengthen his administration." But, as Dr. Rose says at the close of his work, it is easier to assess the importance of Pitt's life-work than to set worth his character in living traits. "Concentration of effort on political and diplomatic questions was the Alpha and Omega of Pitt's creed." Informed by a passionate patriotism, he sacrificed himself in the very prime of life in the service of his country; in his dying words we have a moving instance of the ruling passion strong in death: "My country! How I leave my country!" Though he passed away at the moment when the strain was most tense, the effects of his genius continued, and "As moral grandeur is always inspiring, Pitt's efforts were to be finally crowned with success by the statesmen who had found wisdom in his teaching, inspiration in his quenchless hope, enthusiasm in his all-absorbing love of country. An egoist never founds a school of the prophets. But Pitt, who

Spurn'd at the sordid lust of pelf,

And served his Albion for herself,

trained and inspired a band of devoted disciples such as no other leader of the eighteenth century left behind him."

It was granted to these men to labor in the cause for which Pitt had given his life, "and finally, in the years 1814-15, to bring back France to her old frontiers by arrangements which he clearly outlined in the years 1798 and 1805."

The Duchess of Albany has intimated her intention of appealing to the Surrey Quarter Session against the assessment of Claremont, her Esher estate, which is rated at \$7,000.

Betsy Smallwood, an aged woman, who lived alone at Ulrome, an East Yorkshire village, accidentally set her bed on fire while smoking a pipe. She struggled frantically to throw the burning bedding out of the window, but her strength gave out, and she was suffocated.