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representatives by them. As Minister of Mines, it has been my aim to offer every encouragement possible for investment of capital, and to co-operate as far as possible with those who have interests in the industry.

partially as between the employer and employee, recognizing that the interest of the owner is equally important as that of the other, and that the prosperity of both is essential to the prosperity of the country.

the government as it would."

EMPIRE'S NEW NAVAL BASE

Marquise, Newfoundland, Being Fortified to Safeguard British Interests.

Great Britain has fully decided to establish a naval station in Newfoundland for the training of young fishermen for the British navy, and for the better protection of her interests in North American waters. The third class cruiser Calypso, 2,770 tons, has been selected by the admiralty for special service as a stationary drill ship and will be stationed in Placentia Bay, on the south side

The island, at a place called Marquise. The gradual conversion of Marquise into a port for the stronghold is only a matter of time and money. The place is destined to become the rendezvous for a large British squadron and the new scheme of Imperial defence provides a liberal estimate for its maintenance. A graving dock for the repair of warships will be built, a force of artificers will be stationed there and while the machine shops in St. Johns will probably be ordered to make the necessary tools for the defence of the place, the tools of others at Marquise must follow before long and the establishment of such a plant would necessitate the port being a place of considerable importance.

It will serve another important purpose in that it will be made a coaling station. At present there is no fortified port save Halifax, and there are immense stocks of coal stored in the wharves of Sydney. It is true, the place where the coal is mined and there it is easy to procure stocks in summer, but in winter the ice is so thick that the Placentia Bay contains many splendid harbors, and is never blocked with ice floes. Marquise is situated on a splendid bay, the bay of the Gulf of St. Lawrence Sound and enclosed between beetling hills, which rise steeply on every side. There is ample area to accommodate a large fleet of ships, and the place could be easily defended against hostile

It is capable of being converted into a magnificent naval stronghold, where a squadron could ride and merchant steamers seek protection. It lies almost on the railway line, which connects with ev-

The strategic importance of the new station is illustrated by the fact that the way opened up to the Grand Banks of Newfoundland and thence upon the North Atlantic. The squadron stationed there could dominate a vast sweep of the ocean, and thus control the commerce of Canada by way of the St. Lawrence to the westward. In fact, the present scheme includes a plan for the control of the whole of the Atlantic Ocean in the interest of British commerce. Shipping near the British coast would obtain two days' protection from the squadron, and the Cape of Good Hope would be under the guns of the End. The patrol operating off Cape Race would afford another two days' safety, and then turn freighters over to the squadron. The fleet, to be based upon the destination, would guard the only undefended portion of the routes would then be the one thousand miles of mid-ocean, and big cruisers of the fleet would be sent to patrol in reducing the dangers associated with

its crossing. At present there is no protection whatever for shipping on the Cape Race route, and it is admitted that a hostile cruiser or two lying off the south coast of Newfoundland could tie up indefinitely the whole shipping of Canada.

But overshadowing all else, the estab-

station points to the possibility of trouble between England and France and the well determined intention of the former to capture St. Pierre and Miquelon the moment war is declared. The little

group of islets known as St. Pierre lies off the mouth of Placentia Bay, and is within easy striking distance of Marquis. The capital is but eighty miles, and the latter port is undefended it could make no resistance, even to a ship of the Calypso. The capture of St. Pierre would be one of the greatest strategic features of a war between France and England, since it would deprive the former of a base for her commerce raiders in North American waters, cripple her cruisers and make Britain the undisputed master in those waters.

At St. Pierre, the French Government is not blind to the danger, and a short time ago the French flag ship on the North American station visited Placentia Bay, landed at Marquise and inspected the situation of the proposed British station. They made a tour of the surrounding islands, and the authorities are now on the alert until they must have a good knowledge of the port.

At St. Pierre, too, they have made preparations. The authorities have accumulated a large stock of mili-

tary munitions there, and an effort has been made to enforce conscription among the adult males and drill them as a town guard. But as they are nearly all fishermen, who for seven or eight months of

The new naval reserve movement is being very well received in Newfoundland, of whose total population of 200,000, fully one-third are directly engaged in the fisheries, and of these the admiralty calculates to enroll in the reserves 5,000 young men. These fisher folk are a higher type of seafarers than the British naval recruits, for they have their trade and the school of experience, and are a naval reserve.

Conditions of weather and coast line. The most liberal terms have been offered to fishermen to induce them to join the regular fishing parties. The following conditions have been arranged that their drills shall take place in the winter, so as not to interfere with the regular fishing operations of the summer.

Month's Donations.—The manager of the Home for the Aged and Infirm agreed to accept of the following donations received at the Home during the month of July: Mrs. H. D. Hickman, Mrs. L. J. Quagliotti, Mrs. C. C. O'Neil, Mrs. N. Shakespeare, Mr. Denny, Dr. S. G. Clemence, Mr. Edwards, Mr. T. Sholtz and A. Friend, reading matter; Mrs. L. C. Sholtz, fruit; Mrs. A. Friend, vegetables; Mrs. Wey, butter and milk.

Modern Equipment.—During the past few months the Victoria Transfer Company has expended large sums of money in the purchase of the best and most up-to-date horse-drawn hacks and delivery trucks, with the result that the equipment of these stables are such as to render them the most comfortable and

be of very great value.

"I, personally, am very sorry that the Mining Owners have taken the course they have, not so much from the political point of view, as from the fact that their representations can do no good, and, if anything, will do harm to the industry represented by them. As Minister of Mines, it has been my aim to offer every encouragement possible for investment in the industry, and to co-operate as far as possible with them, and to do the best for this country, at the same time endeavoring to hold the balances evenly and impartially as between the employer and

of the owner is equally important as that of the other, and that the prosperity of both is essential to the prosperity of the country in general. I believe that this has been the feeling and policy of

the government as a whole."

**EMPIRE'S NEW
NAVAL BASE**

**Marquise, Newfoundland, Being
Fortified to Safeguard**

British Interests.

Great Britain has fully decided to establish a naval station in Newfoundland for the training of young fishermen for the British navy, and for the better protection of her interests in North American waters. The third class cruiser Calypso, 2,770 tons, has been selected by the admiralty for special service as a stationary drill ship and will be stationed in Placentia Bay, on the south side of the island, at a place called Marquise.

The gradual conversion of Marquise into a great naval stronghold is only a matter of time and money. The place is destined to become the rendezvous for a large British squadron and the new scheme of Imperial defence provides a

born estimate for its maintenance. The main reason for this is that the ships will be built, a force of artificers will be stationed there and while the machine shops in St. Johns will probably suffice for present purposes, the necessary others must follow before long, and the establishment of such a plant would necessitate the port being Garrisoned.

Another, another important purpose in that it will be made a coaling station. At present there is no fortified place in the Gulf of St. Lawrence, the provinces and there immense stocks are stored. Sydney, it is true, is the place where the coal is mined and there it is stored, but for the winter months it is icebound. Placentia Bay contains many splendid harbors, and is never blocked with ice. It has been suggested that it should have formed part of Placentia Sound and enclosed between meeting hills, which rise steeply on every side. The bay is about 10 miles long, of a large fleet and a narrow channel which could be easily defended against hostile cruisers by a submarine torpedo engine. The bay is a magnificent natural harbor, a magnificent naval stronghold, where a squadron could ride and merchant steamers seek protection. It lies almost on a level with the coast, and covers every part of the island.

The strategic importance of the new station is illustrated by the fact that Saturday evening, the Grand Banks

of Newfoundland and thence upon the North Atlantic. The squadron stationed there could dominate a vast sweep of the ocean, and thus control the commerce of Canada by way of the St. Lawrence to the westward. In fact, the present scheme includes a plan for the time may come when the British ocean in the interest of British commerce. Shipping near the British coast would obtain two days' protection from the navy, and the coast of Labrador and the Gulf of St. Lawrence would be the British coast. The patrol operating in the Cape Race would afford another two days' safety, and would then turn freighters over to the squadron at Halifax, to be protected thence to the Gulf of St. Lawrence. The undepended portion of the route would then be the one thousand miles of mid-ocean, and big cruisers of the fleet would assist in considering in reducing the danger connected with its crossing. At present there is no protection whatever for shipping on the Cape Race route, and it is admitted that

But overshadowing all else, the establishment of the Newfoundland naval station points to the possibility of trouble between England and France and the well determined intention of the former to capture St. Pierre and Miquelon; the group of islets known as St. Pierre lies off the mouth of Placentia Bay, and is within easy striking distance of Marquis. From Marquis to Miquelon, a distance of 100 miles, the coast is unbroken, and the latter port is undefended it could make no resistance, even to a ship of the Calypso type. The capture of St. Pierre would be the greatest strategic feature of a war between France and England, since it would deprive the former of her only base of supply for coal in North American waters, cripple her commerce, and deprive the undisputed master in those waters.

Of course the French government is not blind to the danger, and a short time ago a French flag-ship of the Atlantic Squadron, the *Albatros*, was sent to the American station off Acadia Bay, where Commodore Henriep and his staff landed at Marquise and inspected the situation of the proposed British station. They were amazed to find that the country and their launches sounded in the offing until they must have a good knowledge of the port.

At St. Pierre, too, they have made preparations. The authorities there have accumulated a large stock of military munitions there, and an effort has been made to enforce conscription among the able-bodied men of the island for guard. But as they are nearly all fishermen, who for seven or eight months of the year are away on the Grand Banks, the scheme is not very successful.

The French government's interest in being very well received in Newfoundland, of whose total population of 200,000, fully one-third are directly engaged

ty calculates to enroll in the reserves 5,000 young men. These fisher folk are of a higher type of seafarers than the British naval recruits, for they learn to endure the school of experience, the constant change of conditions, the conditions of weather and coast line. The most liberal terms have been offered to fishermen to induce them to join the reserve, and as an additional incentive has been arranged that their enlistment will take place in the winter months, so as not to interfere with the regular fishing operations of the summer.

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Month's Donations.—The manager of the Home for the aged and infirm acknowledges with thanks the following donations received at the Home during the month of July: Mrs. H. D. Helmecken, Mrs. L. J. Quagliotti, Mrs. E. J. Quagliotti, Mrs. J. J. Shakespear, Mr. Denny, Dr. S. G. Clemence, Mr. Edwards, Mr. T. Shotbolt and

A Friend, reading matter; Mrs. Weiler, clothing; A Friend, cherries; A Friend, vegetables; Mrs. Wey, butter and milk.

Modern Equipment.—During the past few months the Victoria Transfer Company have expended large sums of money in the purchase of the best and most up-to-date rubber-tired hacks and livery turnouts with the result that the equipment of these stables are such as to render them the finest in the city.

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EMPIRE'S NEW NAVAL BASE

Marquise, Newfoundland, Being Fortified to Safeguard British Interests.

Great Britain has fully decided to establish a naval station in Newfoundland for the training of young fishermen for the British navy, and for the better protection of her interests in North American waters. The third class cruiser *Calgary*, 2,770 tons, has been selected by the admiralty for special service as a stationary drill ship and will be stationed in Placentia Bay, on the south side

The island, at a place called Marquise. The gradual conversion of Marquise into a port for the stronghold is only a matter of time and money. The place is destined to become the rendezvous for a large British squadron and the new scheme of Imperial defence provides a liberal estimate for its maintenance. A graving dock for the repair of warships will be built, a force of artificers will be stationed there and while the machine shops in St. Johns will probably be ordered to make the necessary tools for the defence of the place, the tools of others at Marquise must follow before long and the establishment of such a plant would necessitate the port being a place of considerable importance.

It will serve another important purpose in that it will be made a coaling station. At present there is no fortified port save Halifax, and there are immense stocks of coal stored in the place. Sydney, it is true, is the place where the coal is mined and there it is easy to procure stocks in summer, but in winter the coal is scarce. The bay of Placentia Bay contains many splendid harbors, and is never blocked with ice floes. Marquise is situated on a splendid bay, and is well sheltered from the Sound and enclosed between beetling hills, which rise steeply on every side. There is ample area to accommodate a large force of troops, and the place could be easily defended against hostile

The strategic importance of the new station is illustrated by the fact that the line runs from the Grand Banks of Newfoundland and thence upon the North Atlantic. The squadron stationed there could dominate a vast sweep of ocean, and control the water-borne commerce of the way to the St. Lawrence to the westward. In fact, the present scheme includes a plan for the virtual policing of the North Atlantic ocean in the interest of British commerce, by keeping an effective watch on the shipping lanes, and thus would obtain a few days' protection from the naval scouts cruising west of Land's End. The patrol operating off Cape Race would afford another two days' protection.

But overshadowing all else, the establishment of the Newfoundland naval station portends the possibility of trouble between England and France, and is well determined intention of the former to capture St. Pierre and Miquelon the last of the French islands in the Gulf of Canada.

group of islets known as St. Pierre lies off the mouth of Placentia Bay, and is within easy striking distance of Marquise. From Marquise to Newfoundland capital is but eighty miles, and as the French possess a powerful fleet, it is not to be expected that they will offer any resistance, even to a ship of the Calypso type. The capture of St. Pierre would be one of the greatest strategic features of a war between France and England, and would enable the French to make of her only base supply for coal in North American waters, cripple her cruisers and make Britain the undisputed master in those waters.

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A new naval reserve movement is being made, as well as a land reserve. The land, of the years' total population of 200,

000, full one-third are directly engaged in the fisheries, and of these the admiralty calculates to enroll in the reserves 5,000 young men. These fisher folk are of a higher type of seafarers than the ordinary naval recruits, for they have their trade and their experience, constantly facing the most trying conditions of weather and coast line. The most liberal terms have been offered to fishermen to induce them to join the reserve, and as an additional incentive it has been arranged that their drills shall take place in the winter, so as not to interfere with the regular fishing operations of the season.

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