

The Colonies of Great Britain and Her Navy

Lord Charles Beresford was the principal guest at the Australasian banquet in London.

Lord Northcote, late Governor-General of Australia, who was in the chair, in proposing the health of the guest of the evening, said that Lord Charles Beresford as a high naval expert would give his views on the best manner in which Australia could co-operate in the task of maintaining the power of the British Empire.

Lord Charles Beresford, who was enthusiastically received on rising to reply, said: The time has arrived in the history of our great Empire for us to look very narrowly and very carefully into the question of Imperial defence. As a whole I think the Government was very wise to ask a Conference to assemble in this country to discuss that all-important matter. I am not quite sure whether the idea originated with the Government of Great Britain and Ireland—(Hear, hear)—or whether it originated with her colonies, but wherever it originated it was a sound and common-sense proceeding in the state of affairs in which we now find ourselves. It would be very wise to get the representatives from the different dominions to come over here to discuss this point from their point of view. The question of Imperial defence is certainly in the minds of the dominions because they have come forward lately and shown us over here that we are getting a bit sleepy, that we are not taking things as they are, that we are not looking facts in the face. That is emphasized by the fact that the dominions have offered to send a certain amount of money home for the purpose of finding what one described as 'Dreadnoughts,' but what I would prefer to call battleships. Therefore a lead has been taken by the dominions, and by taking the lead they are going to impress upon Great Britain and Ireland that the necessity for an adequate fleet for defence is one of paramount importance.

Advice to the Colonies

Continuing, Lord Charles said that the first object in this question of Imperial defence was as to how we and the colonies could best help each other. He hoped that his remarks would not be considered impertinent or in the line of dictation, but that they would be regarded merely as the views of a seaman, who since he was a lieutenant had studied war, what was necessary for war, and to be ready for war. Before spending large sums of money it was always well to look at what the result would be. The proposal from many of the dominions was that two millions should be presented to this country for the purpose of laying down battleships for service in the home waters. His view of the situation was that all these great dominions could best

help us by making proposals for defence themselves.

The Objection to Battleships

Now let him take the proposal of sending from any one of the dominions two millions for a battleship. Would that really help the object in view? There was one thing English-speaking nations were determined upon, and that was whenever they spent money they liked to control that money. (Cheers.) Let them suppose the two millions was spent on a battleship. That battleship would be in these waters, because a battleship by itself was not of very much use. Battleships had to work in fleets. Imagine that there was a war and the dominion's battleship was in these waters, because a battleship by itself was not of the dominion did occur—that was the question of their trade routes being cut. "I don't think it would add to the sympathy of these dominions," said Charles continued, "if after paying this large sum of money that this—I won't call it accident—that this circumstance should occur to them when the money they invested was defending the shores of this country. I think that may promote certain recrimination, very natural remarks, and disappointments. The only way the dominion can be hurt is by their trade routes being cut. Having torpedo boats and submarines in the dominion would not carry out the object at all, because in these days if we go to war it is most unlikely that the cruiser of a foreign country would get to the dominions and operate by going into a harbor and blowing down a town. The days for that are past. What would they get from a town? They would get a certain amount of money and probably a certain amount of bills, which may not be paid when they are due. (Laughter.) The foreign cruiser would go to the trade route. Remember the torpedo boat or submarine is a defensive weapon. It would never be able to get out to stop the cruiser. It would wait till the cruiser is foolish enough to come in, and then it would operate; but the cruiser would remain on the trade route I have described. But there is another point. All nations at this moment for fighting efficiency are short of cruisers. They could not spare their battleships and cruisers from home waters. What would probably occur would be an armed mercantile auxiliary, which would go out into the trade routes. So I appeal to our British instinct. Have we ever in our lives adopted a policy of defence? Never. (Laughter and cheers.) We have always adopted the policy of attack, and that is the policy we should always adopt. (Cheers.)

Cruisers and Trade Routes

I don't say mines are not useful; they are

useful and not expensive. But you should not put money into torpedo boats and submarines, or send a large amount of money over here to build a battleship—a ship, remember, the life of which is only 20 years with luck. It may have a collision, and it may be over in 20 months, and what becomes of the two millions? Whereas, if you invest your two millions in your home defence and have cruisers which can go out to protect your trade routes and keep your line of commerce clear and protected, surely it would be a better investment of money and far cheaper than investing in the problematical effort of putting a battleship in home waters to defend the shores of this country. (Hear, hear.) I hold in the great Imperial question that if these dominions will commence with cruisers they can eventually, perhaps, go into larger craft, but to meet the difficulty, and to gain the object we all have—which is to help the Mother Country and the Mother Country to help these dominions—I maintain that the investment of money in cruisers is far more likely to meet the object to be attained than the investment of large sums of money for battleships or defensive forces in your own waters. (Cheers.) Now the dominions will be able to build these ships. They could begin with what I call the nucleus of a fleet. After all there are 15,000,000 white men in these dominions, and when you come back to the years 1858-9, when I joined the navy, I remember perfectly that the flagship in the Australian station was docked in Australian waters. Let us look abroad and see what happened in other countries. At that time Japan was fighting in tortoiseshell armor with bows and arrows. Look where Japan is now. Japan can build any sized ship, she can build any sized dock, she can make her own armor, her own guns, and every single detail that is necessary for a fighting fleet. Do you mean to tell me that the splendid energy, enthusiasm, and mechanical skill of these dominions could not do exactly the same thing? (Cheers.) I maintain that you could have cruisers that would not run into too much expense, and eventually go on to have your fleets ready and equipped and trained before we finish the Rosyth dock you have heard so much of. (Laughter and cheers.) You could very easily manage all your dockyards and your repair yards, and you could have everything necessary for having a fleet of your own, and I believe that is a proposal to be very much considered by those representatives who come over from the dominions shortly for the Imperial Conference. I think, as I told you, that is the wisest plan to adopt, because we have got to keep in our minds the great question of Imperial defence

as a whole, and how each can help the other. (Cheers.) What we want and what you want I imagine is a bona fide sea-going fleet which can go to fight, not a fleet or weapons which are kept in harbor and which may never have to be used at all—as I am perfectly certain that the dominions will be attacked in their trade routes and not in their harbors and towns.

One Imperial Fleet

Lord Charles went on to say that under the conditions he had proposed the first essential should be that those vessels should be under the administration of the dominions and under the control of the dominions themselves. There should be an interchange between the cruisers of the dominion fleets and the Home fleets. That would cement the union of the men. Further, they should have the same system of training, discipline, etc. By doing that they would have one great fleet; and what for? To defend each other and let the world see that if any part of the Empire was attacked the whole Empire would go as one great fleet to her assistance. Such an organization as that for war would ensure peace. (Hear, hear.) The one thing they had forgotten in this country was war. They had fleets and armies which they had paid for like "fun," but they never thought of war.

What the Dreadnought Theory Will Cost Us There had been a curious circumstance (he went on to say) during the past few years. He meant the insane craze for armaments on the part of other nations. He was afraid that this country had led the way not in answer to cries for armaments, but in what he might describe as the Dreadnought theory. There was a time when they had told another nation that that ship would sink the whole of her fleet. It was stupid nonsense to have said it. The result was that that nation set to work and made a definite problem. Yet we, in face of having made that insane remark, delayed our ship-building. The result was that we should have to spend 50 millions more than we need have done but for that insane advertisement, which made others build up to us. (Hear, hear, and applause.) "I am sure," added the Admiral, "I shall hear of this again." (Laughter.) If things go on as they are going now, in the near future it will be impossible to maintain the two-Power standard. It will mean the question of bankruptcy or defeat. But let me tell you this—the two-Power standard will be very easily kept up if we have an Imperial navy. It will be impossible for this standard to be kept up by any other power. That standard, but if the whole of these five daughter nations are kept together we shall be able to keep the two-Power standard, and if we keep the two-Power standard we can

smoke our cigars and smile whatever the rest of the world may do. (Laughter.)

Newspaper Attacks

I am not going to be led into any discussion about the naval controversy (Lord Charles continued), for several reasons. There are certain energetic gentlemen connected with the press—(cries, "the yellow press")—very desirous of getting something which I have heard called "copy." Some of these gentlemen have put into my mouth words I have never spoken and thoughts I have never thought, and having done that to their own satisfaction they have held me up to contumely, to which I am accustomed, and made out that I am not in sympathy with Dreadnoughts, or something of that sort. All I can say is that—I consider it is absolutely necessary that we should lay down eight battleships this year—(cheers)—but I would like to say that I hope my countrymen, and I hope the gallant Australian gentlemen here, do not think for one moment that these eight battleships will be sufficient for the fleet we shall have to form, owing to our deferred liabilities and deferred obligations in the last four years. But that we should begin with those I am most determined of opinion is necessary. Matters connected with the British navy are very serious. I have had the honor of making a statement to the Prime Minister, not in writing. The Prime Minister in his wisdom thought it was necessary to have an inquiry into my statement. I am not at liberty to say how far that inquiry has gone, but I can say I don't think you could get five more able men with more judicial minds than are on that inquiry.

Until all the evidence I can give to that inquiry is presented to them I shall not make any public pronouncement on what I consider the very serious present position of the fleet, the want of organization and proper preparation for war. The first pronouncement I intend to make will be before perhaps the most powerful body of commercial men in this country, the London Chamber of Commerce. I shall be very clear in my statements; I shall make no statements I cannot produce facts to support; but, as I said recently at a meeting, no matter how serious the questions may be found, there is no necessity for panic. Panic is the last—well, it is not the last resource—it is the only resource of weak people. (Hear, hear.) Matters I know are serious. The matters that I produce to my countrymen I know will cause dissatisfaction. But until this Committee has all the evidence it would not be fair to them, it would not be fair to the country, and it certainly would not be fair to the service, to make any discussion whatever on the state of the British Navy now or what it should be in future.

Romance of a Fortune

Twelve million pounds has been left by a London gentleman whose name is practically unknown to the outside public. The unknown multi-millionaire is Mr. Charles Morrison whose death at the age of ninety-two was announced yesterday. He died at his country house, Basildon Park, in Berkshire. One estimate gives his fortune at 15 millions, but 12 millions is perhaps the more correct estimate of the two. It is calculated that as a result of his death the Treasury will benefit to the extent of two and a half millions. It was a saying on the Stock Exchange that the taxes on his income would buy a Dreadnought.

Mr. Morrison's father was one of the founders and partners of the great drapery house of Morrison & Dillon, which later became the Fore Street Warehouse Company. Mr. Charles was the eldest of three sons, and inherited about two millions when his father died. A man of simple tastes, he lived a quiet and unostentatious life, devoting all his energies to the accumulation of his fortune. His financial knowledge and business acumen were of a high order, and his market operations were invariably marked by exceptional judgment and foresight. A member of the Stock Exchange who had engaged in many a deal with him described him as "a good sportsman," "who in financial matters was always ready to go in and always ready to come out." In private life Mr. Morrison was said to have showed some eccentricities of manner and dress, but he was a kind-hearted and true friend. He was one of those "who do good by stealth and blush to find it fame."

It is believed his fortune goes to his brother and sister, both of whom are over seventy years of age and unmarried. His brother is Mr. Walter Morrison, J.P. of Farn Hall, Malham, Leeds. Huge bequests are believed to have been left to employees.

Mr. Morrison was of Scottish extraction, his father having had estates at Isley in Scotland. The latter was M.P. for St. Ives in 1830, M.P. for Ipswich in 1832, and M.P. for Inverness Burghs in 1840. Mr. Morrison's brother, who is expected to inherit the major portion of the huge fortune, was M.P. for Plymouth 1861-1874, M.P. for Skipton 1886-92, and 1895-1900. The fortune of the Morrison's house was laid by James Morrison, born a Hampshire yeoman's son in 1780, for whom as a boy some humble employment was found in the London drapery warehouse of Morrison & Dillon, which later became the Fore Street Warehouse Company.

The rest of his story would have delighted Mr. Samuel Smith, for by industry and integrity James Morrison worked his way to a partnership in the Fore street drapery house, marrying, as an industrious apprentice should, the daughter of the head of the firm. He was reported to be worth £150,000 when Southey met him at Keswick on his way to put money into Robert Owen's experiment if he should approve of it. Mr. Morrison was a strong Liberal partisan, and sitting in an unreformed Parliament, voted for the Reform Bill, which partially disfranchised that borough of St. Ives which had returned him. His draft report on the interest of the public in railway acts has been the basis of much modern legislation. He died at Basildon House in 1857 four times a millionaire, and lord of estates from Kent to Argyleshire. The Basildon collection of pictures was formed by him, for though a self-educated man, he had a keen interest in works of art.

Failing health had prevented Mr. Morrison from attending regularly at his city office in the last eighteen months. All his life he had been regarded as delicate, but the simplicity of his habits preserved him. His relatives cannot recollect that he ever smoked, and he was a teetotaler. His country mansion at Basildon he inherited from his father. It was built at the end of the 18th century, a fine piece of architecture in a pleasant park, but Mr. Morrison lived chiefly at his rooms in Harley street, leaving his sister to take care of the mansion, where she lived all her life. Mr. Morrison's tastes were rather for science, philosophy, economics and history, and he had several abstruse subjects concerning which he amazed his relatives and friends. He would talk with astonishing exactitude of books he had read in his youth. His memory, in fact, was that highly efficient kind of memory that ordinary people call phenomenal. Educated at Edinburgh and Cambridge, and travelling much abroad, chiefly in the United States, he began to store his facts young. Reading was not so much a recreation as an occupation with him apart from his business. He remembered and narrated quite vividly sights and incidents of the last years of George the Fourth's reign, which closed when Mr. Morrison was only thirteen; but his recollections of passages in books were more striking. In 1854 he had written a book on the relations between labor and capital. It had nothing to do with political controversy—it was a painstaking study in economics.

Mr. Morrison never could be drawn into the public conflicts of the parties. Privately he was strongly Unionist in his opinions, and he had no sympathy with the Socialistic movement, and deprecated the permeation of politics of today with the instalments of Socialist theories. He had lived in the midst of many scientific and sociological "movements"; none interested him more than the Darwinian theory. He could argue fearfully upon Darwin's discoveries, thanks to that wonderful memory, and he was over eighty when he wrote "Doubts on Darwinism," by a Semi-Darwinian. It was characteristic of Mr. Morrison that, shrinking from publicity, he had the book published anonymously.

RAILWAY CONSTRUCTION

Prospective railroad construction in Central Washington is attracting a great deal of attention once more. In Olympia, the Great Northern has filed a certificate of a resolution voted by the directors for the building of a line from Wenatchee along the Columbia river and then up the Okanogan river to Oroville. It is estimated that the work is to begin in the near future. The road will open up a large and fertile area in Okanogan county. The Great Northern is no wat' work on a \$35,000 depot at Wenatchee and is also enlarging its terminals there, giving reason to believe that the people of that part of the state will get transportation after waiting these many years. There are other reports that a branch line is to be constructed into Okanogan country along the Methow river.

A NOTABLE HEGIRA

One of the most notable commercial he-giras ever made to the Northwest has just been completed by fifty representatives of the Chicago Association of Commerce. They have visited many of the important towns and localities in Washington and Oregon for the purpose of reporting back to the Windy City merchants just what is being done in this part of the country. While in Seattle, these visitors were guests of the Alaska-Yukon-Pacific Exposition management, where they enjoyed every opportunity to observe to their hearts' content. All were astonished and agreed that the East and Middle West will do well to take lessons from this section. They return to their own bailiwicks full of the Northwest's boosters. "We regret that Chicago or the State of Illinois has no building at the fair," said Vice-President Wheeler, "for we realize that we have let slip a great opportunity for calling attention to what we have. But that shall not prevent us from singing your praises and telling every one to come out and see the fair and the Great Northwest."

Sevens and Nines

Even down to rather recent times the mystic and cabalistic numbers seven and nine and their combinations had their influence with many persons, and of all the digits they have ever received the greatest attention; seven has been frequently used indefinitely to signify a long time or a great many, while nine is the superlative of superlatives in Eastern estimation. The strange and mystical significance of the figure seven has been marked in all religions and from the very earliest ages. The number was always a holy one. Thus there are seven days in creation, seven spirits before the throne of God, seven graces, seven cardinal virtues, and seven deadly sins; and the Virgin has seven joys and seven sorrows. Then we have in scripture seven churches in Asia, seven candlesticks, seven stars, seven trumpets, seven horns, and the Lamb has seven eyes; while there are seven divisions of the Lord's Prayer. Curiously enough, too, the great sacred books of the world are seven in number. These are the Bible, the Eddas of the Scandinavians, the Chinese "Five Kings," the Koran of the Mahometans, the Tri Pitakes of the Buddhists, the Vedas of the Hindus and the Zendavesta of the Persians. And in legend we have seven champions of Christendom—St. George of England, St. Denis of France, St. James of Spain, St. Anthony of Italy, St. Andrew of Scotland, St. Patrick of Ireland and St. David of Wales. There were also the Seven Wonders of the World. In addition to these, to mention only a few other instances, there are seven days in the week, seven phases of the moon, seven ages in the life of man, and the use of the expression, "the seven seas" is of everyday occurrence.

The figure nine consists of a trinity of trinities. There are nine planets, and Milton speaks of "nine ended spheres," or heavens. Dionysius the Areopagite maintained that the angels were divided into nine orders; while the number of the beast in the book of Revelation is six hundred three-score and six, a multiple of nine. The hydra whom Hercules slew had nine heads; there were nine muses, and also the nine gods by whom Lars Porsena swore. The Styx encompassed the infernal regions in nine circles, and there were nine rivers of hell, according to classic mythology. There were, too, the nine worthies of whom Dryden tells us in "The Flower and the Leaf":

"Nine worthies were they called, of different rites—

Three Jews, three pagans and three Christian knights."

These were Joshua, David and Judas Macabaeus; Hector, Alexander and Julius Caesar; Arthur, Charlemagne and Godfrey of Bouillon.

Seven was called the medical number and the more usual climacterics seem to have been septennial; perhaps for astrological reasons, but more particularly because within such periods man's body and mind were supposed to undergo some remarkable changes with respect to health, life or fortune. Indeed it was believed that the constitution of man changed every seven years and that during every septime the whole of the solids and fluids of the body were periodically renewed—the old cast off and new matter formed.

Infancy without teeth was said to last seven months, and at seven years of age a child had left infancy; at twice seven, or fourteen, he had attained puberty, and at three times seven, or twenty-one, he had reached manhood. At five times seven, or thirty-five, a man was considered to be at the height of his physical and bodily strength, and at seven times seven, or forty-nine, at the height of his mental strength, or intellectual powers. At nine times seven, or sixty-three, he was said to have arrived at the grand climactic, and at the tenth return of the seventh year, or seventh year of age, the ordinary limit of human life was reckoned to be reached.

As persons advanced in years the more critical points were approached, and the grand climactic was looked forward to with considerable anxiety. Forty-nine, or seven times seven, was an especial climactic, and eighty-one, or nine times nine, was one of the two grand climacterics. But the other, the grand climactic par excellence, "that special milestone on the road of life," was sixty-three, because, being seven times nine and nine times seven, it partook of the virtues of both numbers. According to Levinus Lemnius, the eminent Dutch physician of the sixteenth century, it is not encountered "without heaps of dangers." Sickness in this year was especially feared, and in it, says Minshew, "many worthies then died." Rantaw terms it heroic, on the ground that it had proved peculiarly fatal to heroes.—London Globe.

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