

Prominent Topics.

Funeral of the late Mr. R. Wilson-Smith.

A large gathering of the most representative men in Montreal attended the funeral of the late Mr. R. Wilson-Smith on Saturday afternoon. Citizens of all classes paid the last honors to one of Montreal's most esteemed and popular public men. The officers of the Second Regiment of Canadian Artillery were anxious to accord their late Honorary Colonel a military funeral, but in deference to the expressed wishes of the family this idea was abandoned. A detachment of police and members of the fire brigade headed the procession to St. George's Church where the casket was met at the portals by the Right Rev. Bishop Farthing, Dr. Paterson-Smith and the Rev. W. S. Major, a number of other clergy being also present. The service was choral. The chief mourners were Mr. F. Wilson-Smith, brother, and Mr. Geo. Wilson, nephew, of the deceased gentleman. The interment took place in the family plot in the Mount Royal cemetery, the graveside service being conducted by Bishop Farthing and Principal Rexford.

Among the very large number of those who were present in the cortege or in the church were noted:—

Mayor Lavallee, Controller C. H. Godfrey, Sir Hugh Graham, Hon. C. J. Doherty, minister of Justice, Chief Justice Davidson, Mr. H. B. Ames, M.P., Senator Owens, Mr. J. D. Wells (representing Central Railway Co. of Canada), ex-mayor Dr. Guerin, Senator David, Ald. Fraser, Mr. A. W. Atwater, K.C., Mr. J. L. Archambault, K.C., Mr. Saumaraz Carmichael, Mr. A. F. Leggatt, Lieut-Col. Renouf, Mr. B. Hal. Brown, Mr. Henry Dalby, Dr. Roddick, Mr. Fred Dalby, Mr. R. W. McDougall, Mr. A. P. Willis, Rev. J. W. Willis, Major Ewing, Mr. George Durnford, Capt. G. E. Hall, Mr. A. F. Gault, Mr. W. J. White, K.C., Mr. Campbell Brown, Mr. Lansing Lewis, Major Cole, Lt.-Col. F. Whitley, Rev. F. L. Whitley, Mr. A. P. Tippet, Rev. R. S. Tippet, Mr. W. M. Ramsay, Mr. G. F. C. Smith, Mr. J. S. N. Dougall, Mr. James McBride, Major Dobbin, Lieut.-Col. F. Minden Cole, Mr. C. Ross Dobbin, Mr. Arnold Finlay, Mr. F. W. Hibbard, K.C., Mr. M. J. Flannagan, Mr. A. H. Rowland, Major Hall, Mr. Alec. Bissett, Mr. T. H. Hudson, Mr. A. G. B. Claxton, K.C., Mr. R. C. Smith, Mr. Frank Thompson, Mr. Charles Raynes, K.C., Mr. John Edgar, Mr. Alfred Cole, Dr. Germain, Mr. David Burke, Mr. Denis Tansy, Mr. R. H. Dare, Mr. Smeaton White, Major C. E. Patterson, Lieut.-Col. Fisher, Col. Roy, Mr. T. Chase Casgrain, K.C., Mr. M. Rowntree, Ven. Archdeacon Norton, Mr. T. P. Butler, Dr. Chas. Paterson (Ste. Agathe), Rev. Dr. Lariviere, Mr. E. G. Watson, Mr. R. I. Griffin, Mr. Alfred Griffin, Mr. G. A. Robinson, Mr. G. Drummond, Mr. Jas. McGregor, Mr. H. E. Smith, Mr. R. K. Lovell, Mr. W. L. Bond, Mr. J. Gibb Carsley, Mr. A. F. Sanderson, Mr. S. H. Ewing, Mr. David Guthrie, Mr. Benj. Burland, Mr. J. F. Bryce, Mr. W. Livermore, Mr. G. A. Mann, Mr. J. A. Mitchell. As representing the Irish Protestant Benevolent Society there were present Messrs. James A. Mathewson, Robert Irwin, J. H. Carson and John Cunningham.

Imperial Defence.

The Premier has received a petition signed by hundreds of the most prominent citizens of Winnipeg, and similar memorials from Saskatoon, Moose Jaw, Medicine Hat and Calgary, asking that the Government should have a friendly consultation with the Opposition with a view to removing the navy question from party politics. This is in line with one of the most characteristic principles of British politics. At Westminster, the Government

of the day can always depend upon the loyal support of His Majesty's loyal opposition upon questions of defence. This by no means prevents the free criticism of legislation concerning the Navy and Army or the administration of the War Department; but it renders that criticism all the more effective by depriving it of mere party animus. Imperial feeling runs very high in Canada to-day. Sir Wilfrid Laurier proclaims as his guiding principles, Canadian citizenship and British ties, and declares that if England be ever, not to say in danger, but even on trial, he will be the first to go to his countrymen and call upon them to assist with all their might. Under these circumstances it should not be impossible to raise the question of Imperial Defence to a higher plane than that of a party issue.

Oil Fuel for the Navy.

Oil will be the fuel of the new British battleships. The Devonport and the Portsmouth, to be laid down by Christmas, are designed to carry only liquid fuel, and will have a storage capacity of 2,500 tons. A special Royal Commission has been appointed to enquire into the use of oil fuel and its application to propulsion engines for warships. Lord Fisher is the president. An oil-fired vessel requires only thirty greasers in place of over three hundred stokers and trimmers required for a coal-fired ship of the same size, so that with an oil driven navy, thousands of stokers would be available for other work in the service. As the oil will weigh much less than the coal the cruising radius of the ship will be greatly increased. Dr. Diesel, the German engineer, who invented the Diesel engine, says that "the ship would sail all over the world, fight any battle, and come home without having to take in one pound of fuel on the way."

This, of course, wipes out at a single blow all the advantage that Great Britain now enjoys from its priority in the matter of coaling stations; but it is impossible to ignore the new conditions that have arisen. The use of oil for war-ships has passed the experimental stage, in the British, German, American, and Japanese navies, and with such success that the entire supplanting of coal by oil is evidently only a question of time and method. It is stated that "the American navy has found fuel-oil nearly 50 per cent. more efficient than coal, and they figure that 9 lb. of oil will perform the service of 14 lb. of coal. One thousand kilogrammes of oil-fuel equal in calorific value 1,330 kilogrammes of Cardiff coal. This means a great saving in weight of fuel and space for its carriage, which is a great item in the construction of a warship."

For war purposes at least coaling stations are becoming things of the past. The battleships of the future will replenish their fuel supplies from oil cargo steamers at sea.