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Men of To-Day

Winston Churchill's Text.

IT recently fell to the lot of the youngest member of the Asquith Cabinet to make a most important statement with reference to Canada. That was the utterance of the Rt. Hon. Mr. Winston Spencer Churchill, outlining the policy of the Imperial Government as regards the Canadian navy. Mr. Churchill anticipated the visit of Hon. Mr. Hazen to Downing Street, where he will confer with the Admiralty, and announced that in his opinion "the main naval developments of the next ten years will be the growth of effective naval forces in the great dominions overseas." The significance of Mr. Churchill's speech is that he declared himself unhesitatingly and uncompromisingly in favour of the colonial navy idea. If Mr. Churchill would have his way, Canada, Australia and New Zealand should possess fleets and accept responsibility for the defence of their own shores, leaving it to the home fleet to defend the centre of the Empire. In other words, another step should be taken in colonial nationalism which will make the overseas dominions real partners in the larger affairs of the British Empire.

Whatever comes of his opinions, Winston Churchill has shown that he is a British statesman who can take a big view of the colonies. He realizes that we are "grown up." There was a time when Canada was absolutely convinced that Winston Churchill was not "grown up." That was about twelve years ago, when he visited this country on a lecturing tour. The spoiled child of Lord Randolph Churchill, on that occasion, did not at all "make a hit" with his colonial hostesses. But Winston Churchill has travelled far in a decade. The little, old-young man of the Gladstonian collars and funereal bow tie, whose nervous, white hands entwined and interlock as he sits on the front benches with men like Asquith, aged enough to be his father, has become famous as the most daring parliamentarian in England. Winston Churchill has all the impetuosity and some of the faults of his youth. But he is always advancing and occasionally lights up the political horizon with flashes of genius. In the past year, he has been much in the eye of the world. It is not long ago since he abandoned the domestic quiet of the position of Home Secretary for what has been a strenuous, almost revolutionary career as First Lord of the Admiralty. Wherever there is a crisis to be faced Churchill seems the first to step into the danger zone. Only two months ago he met the Irish at Belfast on their own ground. The solution of the colonial navy problem now occupies his attention, and he goes to it fearlessly and audaciously. The First Lord, twelve years ago, fought side by side with Canadian soldier boys in South Africa. Just the other day he repudiated a libel in Blackwood's Magazine that he had broken parole at Pretoria. Winston Churchill, who witnessed the strength of the Canadian fighting arm on the veldt knows what the value of a Canadian fleet would be to the defence of the Empire.

Constantinople to St. James.

THE most important and interesting players of modern diplomacy are Great Britain and Germany. Every move of these two nations is noted as intently in the Imperial Court at Tokio as in the democratic confines of the White House. Germany dealt the



CAPTAIN L. A. DEMERS

Successor of "Jimmy" McShane as Harbourmaster of Montreal.



WITH INTERNATIONAL POWER.

Baron Marschall von Bieberstein, Recently Appointed German Ambassador to Great Britain.



RULER OF ALL THE BRITISH NAVIES.

Right Hon. Winston Churchill, Ruler of the Navies of Great Britain and of the Dominions Over-Seas, Who Has Recently Declared Himself in Favour of Colonial Navies for Out-post Duty. On the Right, Lord Morley.

other day. It ordered Baron Marschall von Bieberstein to pack his trunks, collect his servants and leave the white walls of Constantinople for the Court of St. James. Why does Germany want the acute Baron at the centre of the British Empire at this particular moment? That is the question which is agitating the minds of several in high places. The social season is over; fashionable London has motored to the country houses and the watering-places for the annual rest cure. But the Foreign Office and Downing Street have not relaxed. Some say that Anglo-German relations are pulling a little too tight for this time of the year. The Eastern Question? The appointment of Baron Marschall von Bieberstein would tend to confirm a rumour that our German cousins and ourselves are not seeing eye to eye again in Asia. For no man in the German service has the phases of the Eastern Question so well fixed in his mind as Baron Marschall von Bieberstein, and could so ably represent the Kaiser.

But it is probably a far greater problem than the encroachments of both nations in the East which has brought Germany's shrewdest diplomat to St. James. Behind the Eastern Question, behind every question which stirs Berlin and London, and keeps the world on edge, is that of the merciless strife of the two chief world powers for naval supremacy. Until the "armed camp" is dissolved, there is an end to amicable international relations, not between Great Britain and Germany alone, but among all the lesser powers who must line up on the side of either of the leaders. The arts of the mere diplomatist will not bring Great Britain and Germany to a lasting understanding on a matter which is affecting the peace of the world. The situation calls for a constructive statesman. The diplomatist rarely sees beyond a compromise which will not injure too much his own side; the statesman must have a world vision of the interests of humanity. That is what is needed at St. James and Berlin to-day.

Can Baron von Bieberstein seize the opportunity of a statesman and make history?

Montreal's New Harbourmaster.

AT last the Montreal Harbour Commissioner has broken the suspense over the deferred appointment of a successor to Mr. James McShane, as Harbourmaster. It is almost a year since Mr. McShane gave up the keys. During that time, politicians and job hunters have been worrying the Commission. But the board, who run the big harbour, have been keeping their noses keen for a man with the executive ability and knowledge of the intricate shipping game to regulate the Atlantic traffic of our half of the continent in Canada's great ocean port.

Captain L. A. Demers is the unanimous choice of the Commission. Captain Demers has had twenty years to show his calibre. All that time he has been working for the Government in various capacities. He is known to hosts of tars at the lake ports and at St. John, Halifax, and Vancouver. For years he was the examiner in the Marine Department, whose business it was to quizz prospective masters and mates aspiring to certificates. Captain Demers is a very familiar figure in Montreal. He has controlled pilotage in the port and acted as Wreck Commissioner. This experience will help him when he begins rule on the docks.