

THREE CRUISERS, FOUR DESTROYERS.

Details of Canada's New Navy—1408 Men Men to Man It—Annual Cost \$2,000,000.

Ottawa, Nov. 17.—The plans submitted by the Admiralty and War Office at the Imperial Defence Conference of last summer for the naval and military defence of Canada in co-operation with the Imperial forces, and on which the proposed action of the Government is based, were laid on the table of the House this afternoon by Hon. Mr. Brodeur. In brief, the naval programme adopted by the Government involves the construction of three cruisers of an improved "Bristol" class, and four destroyers of an improved river class, costing for the cruisers about five and three-quarter millions, and for the destroyers about a million and a half, with an annual outlay for maintenance of something like two million dollars. Two of the cruisers will be placed on the Pacific coast, and one cruiser with four destroyers on the Atlantic coast. The total number of officers and men for this nucleus of a fleet is estimated at 1,408, with a payroll of about \$400,000, with an extra \$100,000 for victualling.

THE MILITARY PLANS.
In respect to the military proposals, provision is made for extension of the plan of co-operation already under way in connection with the Imperial General Staff, exchange of officers and training of Canadian troops upon a common system of Imperial war organization. The precise of the papers and official correspondence was presented in blue book form of fifty pages. The first part is taken up with correspondence relating to the summoning of the conference, including letters between the overseas dominions of New Zealand, Australia, South African colonies, Canada and the home Government. The first proposal for a conference was made on April 30 last by the Prime Minister of the United Kingdom, and was transmitted to the various Governments for the consideration of the self-governing dominions. The reply from Canada accepting the invitation to attend another conference was received on May 3, and suggested July as a most convenient date.

THE COLONIES IN CONFERENCE.
Then follows a summary of the proceedings of the conference, which was, of course, held in camera, the participants including representatives of Canada, Australia, New Zealand, Cape Colony, Newfoundland, Natal, the Transvaal, the Orange River Colony, and representatives of the Imperial Government. The Admiralty memorandum, which had previously been submitted to the representatives of the dominions formed the basis of the deliberations of the conference during the first week of August. Several meetings took place at the Admiralty with representatives of Canada, Australia and New Zealand, and general statements were agreed to in each case for further consideration by their respective Governments. As regards Australia, the suggested arrangement is that, with some temporary assistance from the Imperial funds, the Commonwealth Government should provide and maintain the Australian unit of the Pacific fleet. Details of this plan have already been announced from Australia.

New Zealand preferred to adhere to her present policy of a contribution of a battleship of the new Indomitable type, which was to be applied towards the maintenance of the China unit of the fleet.

DOCKYARDS AND WIRELESS TELEGRAPH.
As regards Canada, it was considered that the double seaboard rendered provision of fleet units of this kind as that of Australia unsuitable for the present. It was proposed, according to the amount of money that might be available, the Canada should make a start with cruisers of the Bristol class and destroyers of an improved river class, a part to be stationed on the Atlantic seaboard and a part on the Pacific. In accordance with the arrangement already made, the Canadian Government undertook the maintenance of dockyards at Halifax and Esquimaux, and a wireless telegraph service estimated at \$250,000 per year.

Australia agreed to ultimately undertake the maintenance of a dockyard at Sydney.

No conference was held with representatives of the South African colonies, an expression of opinion from them being impracticable pending the formation of the new Government. Similarly a representative of Newfoundland made by that colony would be continued.

VIEW OF THE ADMIRALTY.
In the Admiralty memorandum submitted to the colonial representatives it was stated that: "If the problem of Imperial naval defence were considered merely as a problem of naval strategy it would be found that the greatest output of strength for a given expenditure is obtained by the maintenance of a single navy with the concomitant unit of training and of command. The maximum of power would be gained if all parts of the empire contributed according to their needs and resources to the maintenance of the British navy. It has, however, long been recognized that in defining the condition under which the naval forces of the empire should be developed other considerations than those of strategy alone must be taken into account. Circumstances of the various overseas dominions in respect to population, wealth and power, and different stages of growth, geographical position, history, and physical environment, and individual and national sentiment must all be borne in mind.

"A simple contribution of money or material may be to one dominion the most acceptable form in which to contribute to Imperial defence. Another, while rarely, in provide local naval forces and to place them at the disposal of the Crown in the case of war, may wish to lay the foundations upon which a future navy of its own could be raised.

"In the opinion of the Admiralty, a Dominion Government desirous of creating a navy should aim at forming a distinct fleet unit, the smallest unit being one which, while manageable in time of peace, is capable of be-

ing used in its component parts in time of war.

"Local defence flotillas, consisting of torpedo craft and submarines, might be of assistance in time of war to the operations of the Imperial fleet, but such flotillas cannot co-operate on the high seas in the wider duties of the protection of trade and preventing attacks from hostile cruisers and squadrons, the operations of destroyers and torpedo-boats being necessarily limited to coast waters or to a radius of action not far distant from a base."

TO PROTECT TRADE ROUTES.
The memorandum therefore advised that the fleet unit to be aimed at should consist of at least the following: One armored cruiser of the new Indomitable class, three unarmored cruisers of the Bristol class, six destroyers, and three submarines, with the necessary auxiliaries, such as depot and storeships, etc. Such a fleet would be capable of action not only in the defence of coasts, but also of trade routes, and would be sufficiently powerful to deal with small hostile squadrons should such ever attempt to act in its waters.

The minimum number of men to man such a squadron would be about 2,300. The estimated first cost of building and arming such a complete fleet unit would be approximately \$18,500,000, and the annual cost of maintenance at British rates approximately three million dollars, not including the salaries of persons employed in the subsidiary services, in training, in reserves, etc.

FAVORED AN ARMORED CRUISER.
The Admiralty advised that the armored cruiser of the Indomitable or Dreadnought type should be the first of a fleet unit. She would be officered and manned as far as possible by colonial officers and men, supplemented by the loan of Imperial officers and men who might volunteer for the service. While on the station the ship would be under the exclusive control of the Dominion Government, but naval discipline would be the same as that which obtains in the Imperial fleet. Further requirements suggested were local provision for ship-building and repairing establishments, training schools for officers and men, and the making of arrangements for the manufacture, supply, and replenishment of the various naval ordnance, and victualling stores required by the squadron. One common standard in regard to the shipbuilding, armaments, training, and discipline, in armaments, training, and discipline, in keeping the general efficiency of each fleet unit the same and to allow of successful co-operative action in time of war under the general directions of the Admiralty.

CANADA'S SUGGESTIONS.
In the special conference with the Canadian representatives it was recognized on the part of the Admiralty that it would be difficult to make any suggestions or to formulate any plans without knowing approximately the amount Canada was prepared to spend. Sir Frederick Borden and Hon. L. P. Brodeur then suggested that two plans might be presented: one involving an annual expenditure for maintenance of \$2,000,000, and the other an expenditure of \$3,000,000, offering in both cases the cost of the fisheries service and hydrographic service, but including the maintenance of the Halifax and Esquimaux dockyards and the wireless telegraph service, estimated at \$250,000 a year.

Taking first the larger plan, the admiralty suggested that Canada might provide four cruisers of the improved Bristol class, costing \$1,900,000 each; one cruiser of the Boadicea class, costing \$1,250,000, and six destroyers of the improved river class, costing \$400,000 each. As regards submarines it was thought advisable to defer their construction, because they require a highly trained and specialized complement. The purchase of eleven ships would be 2,194 and the actual cost of construction would be at the British rate of \$11,750,000. It was decided, however, to accept the smaller plan, involving an annual expenditure for maintenance of \$2,000,000 a year.

Pending the completion of the new cruisers, which will be commenced as early as possible, an arrangement will be made for the loan by the admiralty of two cruisers of the Apollo class, so that the training of the new naval personnel may be proceeded with at once. The vessels will be fitted out and maintained at the expense of Canada, and the officers and men will be provided by volunteers from the royal navy, but paid by the Canadian Government. They will be lent until they can be replaced from time to time by qualified Canadian officers and men. Arrangements will also be made to receive Canadian cadets at Osborne and Dartmouth. The admiralty suggested that in any consideration of the question of providing new docking facilities the docks should be designed of sufficient size to accommodate the largest ships, whether for war or commerce, and that they should be placed on the Pacific, the Atlantic and the River St. Lawrence. If any legislation passed to give effect to the proposals it should be provided that as far as possible the discipline and general regulations of the naval forces should be on admiralty lines, and should also provide for the formation of a naval reserve and a volunteer force, with further provision for a pension scheme.

MILITARY CO-OPERATION.
A sub-committee of the conference was appointed to deal with the question of military defence and with the proposals of the War Office for organizing the military forces of the empire, so as to insure their effective co-operation in the event of war. Canada was represented on this committee by Major-General Sir Percy Lake and Rear-Admiral Kingsmill. Their recommendations as agreed upon were in brief as follows:

1. That the war establishments of the home regular army should be accepted as the basis on which the organization of the units of the Dominion forces should be as far as possible be modelled.

2. That in the event of the Dominion despatching a force for imperial expeditionary purposes it should be accompanied by a due proportion of adminis-

Hidden Skin Troubles

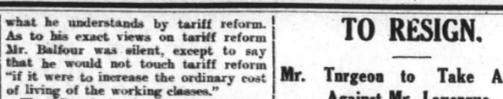


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trative units, both with and in rear of the fighting troops.

3. That the Dominion should adopt as far as possible imperial patterns of arms, equipment and stores.

4. That officers performing general staff duties throughout the empire while remaining responsible to and under control of their own Government, should be members of one body—the imperial general staff.

5. That provision should be made for an interchange of general staff officers.

6. That local military colleges on the line of the Royal Military College at Kingston should be established in each of the dominions.

THE BRITISH CAMPAIGN.

Mr. Balfour Hedges on Tariff Reform Question.

Chaplin Wants Small Tax Placed on Food.

What Government May Do—O'Connor on Situation.

London, Nov. 17.—Arthur J. Balfour, leader of the Opposition, speaking to-night at a great mass meeting in Manchester, stated his belief that tariff reform is the only practical alternative to the Lloyd-George budget. He said at the same time, however, he would never give his adherence to any fiscal reform of importance calculated to increase the ordinary cost of living to the working classes. He did not believe that tariff reform would follow. He thought the cotton industry was going to gain in two ways; firstly, by a commercial treaty-making power whereby Britain would get justice for her manufacturers, and secondly, by colonial preference. So long as the colonies chose to give a preference Britain must gain enormously. It was impossible to doubt that the gain which accrued now would augment year by year, and in the case of the sister States increased in population and wealth preference would mean more and more to the cotton industry of this country.

Mr. Balfour contended, grew up contemporaneously with the imposition of high protective duties. The budget was a combination of bad finance and middle-headed Socialism. The common sense of all parts of the empire was abominable and unjust. The idea that the lot of any man could be improved by destroying private ownership in land was perfect folly. No man should be taxed according to the kind of property in which his wealth happened to be invested. The duties raised in the budget could not be decided by the Chinese labor majority of 1900. Whatever would be the result of the trial which Lord Lansdowne was right. The House of Lords was no longer co-equal in authority, but it would be absolutely fatal to free institutions if it were deprived of the power of saying: "There are some matters of such grave moment that the country must declare itself before we give our assent." The main function of the second Chamber he asserted, was to check the Government of the country was a popular one.

A TAX ON FOOD.
Mr. Henry Chaplin, who also spoke at Manchester, said: "The attacks of tariff reform must be met by a frank avowal that if they are to have taxes on manufactures, they must also have some taxation on imported food, small as this may be. It was absolutely essential for the policy of preference and the future of British agriculture. These taxes must be offset by a readjustment of the existing duties on food."

NO COMPROMISE WITH PEERS.
London, Nov. 17.—Mr. Walter Runciman, President of the Board of Education, speaking at Hull to-night, made the important announcement in behalf of the Government that it would refuse to entertain any negotiations or compromise with the Peers over the budget.

Beyond this announcement all is conjecture regarding the development of the political situation. Some prominent Liberals still are of the opinion that Mrs. Asquith will resign on the rejection of the budget. Others believe that he will ask the King to create a large body of Liberal Peers, recalling that the Irish Church disestablishment bill was allowed to pass the Lords on Gladstone's threat to create new Peers.

Mr. Balfour's speech at Manchester satisfied his followers, inasmuch as it accepts tariff reform as the party cry, but it cannot be regarded as an election manifesto, since it fails to define

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STEAMER IONIC.
Sault Ste. Marie, Ont., Nov. 17.—The steamer Ionic, owned by J. W. Norcross, Toronto, was burned at 3 this morning at Luna Island, near Detour. She is a total loss. The crew escaped in the yawl and were picked up by the Strathcona, arriving at Soo at noon to-day. The fire started between the decks, but the exact cause of it is not known. She carried a cargo of cement and hay, a portion of the cement being consigned to the Algoma Commercial Co. Captain Stephens was in charge of the Ionic. The crew numbered 25.

The Ionic was owned by the Consolidated Steamship Company of Port Arthur, and J. W. Norcross & Co., 10 Wellington street, are eastern agents of that company.

SAILOR DROWNED.
Sturgeon Bay, Wis., Nov. 16.—One life was lost, and nine sailors were barely saved to-day when the steamer Louis Pabst was wrecked in a storm which swept the lower end of Lake Michigan. The Pabst, left Food River, laden with lumber, for Chicago.

Nova Scotia Election Commission of Halifax report a deficit of \$18,500 from the last fall elections.

TO RESIGN.

Mr. Turgeon to Take Action Against Mr. Lavergue.

Montreal, Nov. 17.—Mr. Adelard Turgeon, former Minister of Lands and Forests in Sir Lomer Gouin's Cabinet, will resign his seat as member and Speaker of the Legislative Council at Quebec, and immediately take action, both in the civil and criminal courts, to prosecute his accusers in connection with the transaction now known as the Turgeon-Dussault affair. This is the rumor, backed by the authority of Mr. Turgeon's friends, that has aroused the general interest of politicians of all kinds and shades in the Province.

TO PRESS FOR THE CANAL.

Greater Hamilton Association Takes Up Project.

Will Have a Map and Plan Prepared And Placed in Hands of Members of Parliament.

"That the matter of appointing a deputation to strengthen the deputation from the Great Lakes and St. Lawrence Navigation Company, to wait upon the Government in regard to the canal situation," was the resolution passed by the Executive Committee of the Greater Hamilton Association at a meeting yesterday afternoon in the Board of Trade Rooms. The canal question was the main item of discussion before the Committee.

When the meeting was called to order Chairman Hoodless explained the situation pointing out how a canal connecting Lake Ontario with Lake Erie by way of the Grand River, and Hamilton Bay, would not only be beneficial to this city, but to Canada as a whole. The construction of such a canal, the number of locks, to let a vessel from one lake to the other, would be lessened and thereby much time would be saved. He said the Association should be up and doing in supporting those in authority in an endeavor to give one of the greatest things possible for Hamilton. If there was any possibility of having the canal constructed, Brantford, Paris and the other places in the vicinity of which the canal would pass, should be communicated with so as to gain their support. The building of a new canal was made necessary by the increase of shipping.

It was explained that the Government had not decided to build a new canal, but if the Welland canal could be deepened without too much money being expended, that course might be adopted. Mr. Guy stated that shipping facilities had increased to such an extent that 400,000 bushels of wheat could be shipped as easily now as 80,000 was four years ago. The Welland Canal was no longer capable of handling such large quantities and it was therefore transmitted to Buffalo by means of the Erie Canal. There was no reason why the scheme of building a new canal should not be taken up as it would materially help shipping. Hamilton had a natural harbor which would help considerably.

Mr. H. C. Beckett explained that if the matter was to be laid before Parliament, printed statements of the plans and a map should be given to each of the members of Parliament so that they would know of the advantages of the scheme.

He moved a resolution "That statements and maps be printed and given to the members present at the time when the matter came up for discussion." This resolution carried unanimously.

The committee decided that the winter campaign should be opened with a dinner, when every member would be expected to make some suggestion as to how best to carry on a consistent campaign.

Bank Managers.
Welland, Nov. 16.—Yesterday a shift was made in the managers of the Imperial Bank branches in this district. J. A. Foster was transferred from Port Colborne to St. Catharines, John Rolph from Fonthill to Port Colborne, and H. W. Scarff to succeed Mr. Rolph at Fonthill. S. W. Secord, formerly manager at St. Catharines, goes to Bermuda for his health.

BROTHER'S BODY.

Lieut.-Col. Talbot Saves It From Cremation.

Remo, Novada, Nov. 17.—The spectacle of a woman fighting for possession of the body of a man she killed was seen in court yesterday, when Lieut.-Col. Talbot, of the Canadian Parliament, obtained an injunction preventing Mrs. May Talbot from sending the body of her husband to San Francisco for cremation. Mrs. Talbot, a former opera singer, shot her husband on Oct. 28. The petition for the injunction obtained by the dead man's brother was based on the ground that Talbot desired to be buried "according to the rites of his religion."

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