

German Policy



AN article contributed to the Tag five months ago by the retired Councilor of Legation, Herr vom Rath, bore interesting testimony to the nature of the calculations upon which German naval policy and the agitation of the German Navy League had so far been based, writes the Berlin correspondent of the London Times. The material portions of this article, which was reproduced in The Times on March 4, set forth that German naval policy and the agitation which was at its service were founded upon the view that Germany only required to build a certain number of battleships in order to put an end to her present inferiority as regards England, or, at least, so to modify that inferiority that a struggle, if it took place, would not be hopeless. It was the gospel of the naval enthusiasts that England under a Liberal Government would, in view of the demands of her social policy, refrain from building a larger number of ships and even might build fewer. It was calculated that when the Conservatives returned to office Germany would already have obtained a lead which it would be difficult for England to recover.

As recent utterances in the German Press have shown, sections of public opinion in this country are beginning to appreciate the fact that the seemingly arbitrary "standard" which has been set up for the British Navy is dictated by well-defined considerations. Prompted by these utterances, Herr vom Rath now returns to the subject, in a second article in the Tag, and points out that the last Parliamentary session in England has plainly shown the determination of the British people at all costs to maintain the two-Power standard for the Navy. In his opinion it would be wilfully to ignore self-evident facts for Germany to close her eyes to the attitude of the British nation towards this vital question.

Herr vom Rath then proceeds to draw attention to the existence of a school of naval critics in this country, who contend that the purely defensive objects which German naval policy professes to have in view would best be served by the curtailment of the present battleship programme and by a corresponding development of the torpedo and submarine arms of the service, and later also, of the aerial branch of defensive preparations. He contends that in present conditions the rivalry in battleship programmes is not only ruinous, but that in the case of Germany, it creates an impression abroad which is contrary to the professed intentions of her policy. He believes that the German Government is anxious that relations with England should be improved; but, on the other hand, he apprehends that, so long as the rivalry in battleship programmes continues, people in England will never abandon the suspicion that, notwithstanding all German assurances to the contrary, the German programme implies latent designs of aggression. Nevertheless he is convinced that the temper of the British people is not irreconcilably unfriendly to Germany, but that the public in England is merely animated by mistrust and by the suspicion that an attempt may some day be made to realize the "projects of attacks upon England and the ambitious ideas of Weltpolitik which are not infrequently propounded in this country." Upon these grounds, quite apart from considerations of technical and strategic expediency, he recommends those who are responsible for German naval policy to make every preparation which is necessary for coast defence and for guerilla naval warfare, but to facilitate an understanding with England by abandoning the development of the battleship programme.

Herr vom Rath incidentally joins issue with Count Reventlow, a retired captain of the German navy and a competent authority on naval questions, who regards aspirations to arrive at an understanding with England as "sentimental," and who advocates the maintenance of the present battleship programme. Count Reventlow admits that in certain quarters in this country there is a current of feeling against the naval policy of the Government, but he maintains that this tendency has failed to gain the support of any important section of the population. Herr vom Rath for his part contends that the reason why this opposition does not assert itself more appreciable is because "nearly every newspaper of any consequence is careful to avoid giving room to this school of naval critics for the expression of their views. Every opponent of attempts to carry the battleship principle to extremes has had to submit to this experience."

It remains to be seen what impression will be created by this second attempt to present the case against an unlimited battleship programme for the German navy. The publication of Herr vom Rath's first article was made the excuse for violent attacks upon the author on the part of the "national" sections of the Press. Upon this occasion, however, his critics are likely to find it less easy to answer his contention that if Great Britain is determined to maintain the two-power standard the mere increase in the number of German battleships will not, as the naval enthusiasts have always argued, mean a corresponding increase of Germany's naval strength as compared with England.

These discussions may be contemplated with interested but impartial equanimity, since the German Government, and to some extent the German public, are adequately acquainted with the attitude of Great Britain and of the British people towards the question of maintaining the two-Power standard for the British Navy. The need of the moment is that

the unalterable character of this determination on the part of England should become more generally recognized in this country. But a process of this kind must necessarily be gradual, and its further development will be followed with attention.

A PIONEER OF RUPERT'S LAND.

The wholesome climate of the west is often attested by the vigor of people, who, coming to it while still a wilderness—the happy hunting ground of the Indian, and the fur preserve of the Governor and Company of Adventurers of England trading into Hudson Bay—decades ere it was ceded to Canada—preserve a green old age. One of these, who came as a young man thirty years before the transfer, and now thirty years after is still hale and hearty, alert and erect, with the quick movements of youth, clear blue eyes and ruddy complexion, and abundant white locks, is Henry Rans Rasmusson, a resident of Winnipeg.

Born in Christiania, Norway, on September 9, 1828, eighty years ago, like a true son of the hardy Norseman whose home is on the raging wave, Rasmusson took to the water as a child, shipping as cabin boy for voyages ranging from the Baltic to the Mediterranean, and afterwards as ordinary and able seaman, roving all over the ocean, encountering pirates in the China seas, and enduring the horrors of thirst and famine on a raft after shipwreck, on the Mediterranean. As a bye-play he took a turn ashore as a soldier in the Norwegian contingent, assisting Denmark in the troubles of 1848, and then he was off to his native element again until 1850.

In that year the Hudson's Bay Company, failing to find the annual quota required for their service in their favorite recruiting grounds, the northern Scottish islands and highlands, appointed Mr. Crowe, the British consul at Christiania, then agent, to engage men in Norway. Of the sixty-three Norwegian carpenters, blacksmiths and laborers secured in June, 1860, Rasmusson was one. They embarked on the H. B. ship "Prince of Wales," Captain Herd, at Gravesend, and after receiving passengers and private freight at Stromness, Orkney, sailed from there in July and reached York Factory on Aug. 16.

The cabin passengers on the "Prince of Wales" in 1860 were Archdeacon Cowley and wife, Dr. Bird and sister, Miss Davis, the eminent teacher of the ladies' school at St. Andrews; Mr. Mayo, also a school teacher for St. Andrews and Mr. John McAulay, apprentice clerk.

Mr. Rasmusson says that of his shipmates on the "Prince of Wales" only Henry M. Johnstone, blacksmith, from Orkney, now remains alive at Lockport in Manitoba. Another Orkney-man, James Isbister, stonemason, died at Stonewall some years ago. After serving their five years' contract most of his Norwegian fellow passengers returned home, and of the few who remained in the country perhaps the best known was Ryar Larsen, carpenter, who assisted the Rev. Geo. McDougall in building the Methodist mission at Victoria, Saskatchewan, (now Alberta). Larsen, who was a very clever man, afterwards came to Red river and was the earliest photographer in the colony. Circumstantial evidence led to his being, says Mr. Rasmusson, unjustly accused of manslaughter, and he fled to the United States.

He thinks Ole Oleson, carpenter, is now at Prince Albert, Saskatchewan. Two were drowned in the H. B. service, Linquist, a Swede, in Mackenzie river, and Baram Anderson in the Red river at Fort Garry. All his other Norwegian shipmates who left the company's service to settle in the country, are now dead, namely: Ryard Michael Oleson, John Martin, Albert Peterson, and Julius Mugabrick, who died at Rat Portage in 1907.

The Hudson's Bay Company continued recruiting in Norway, and in the year 1852, sixty-nine Norwegians came out to York Factory, and were sent to Norway House to be drafted singly or in very small parties to widely separated posts in the interior. To this they objected and mutinying at Norway House, seized boats, descended to York Factory before the ship sailed in September, and compelled Capt. Hird to give them passage home to Europe. In 1856 or 1857 twenty-five Norwegians went out on the "Prince Arthur" to Moose Factory, and there deserting found their way to Albany Factory and up the Albany river to Lake of the Woods, thence on to the Red river, finally finding their way to Minnesota.

After such experiences the Hudson's Bay Company ceased recruiting in Norway, the government of which had liberated many from jail on condition that they embarked for Hud-

son bay, a place to which no Scotsman was eligible for engagement without a certificate of character from the minister of his parish. As inducements from 1858 to 1862, the Hudson's Bay company were obliged to promise Scottish recruits, in addition to the old scale of wages, annual gratuities of £2 and land grants in the Red River settlement of 25 acres to laborers and 50 acres to mechanics, should they decide to remain in the country on completion of their five years' engagement, in lieu of a passage back to their homes in Scotland.

But to return to the life and adventures of Henry Hans Rasmusson, going to sea as cabin boy at the age of thirteen he voyaged to and from Russia, Constantinople, the West and East Indies, and China. His wonderful agility so attracted the attention of the officers of the "Prince of Wales" that they tried to arrange with the Chief Factor Hargreave at York Factory for his exchange to the company's sea service. The chief factor vetoing this proposal, Rasmusson served out his first five years' contract at York Factory, as laborer ashore, and often as a hand on the coast vessels plying on the bay. Leaving York in 1855, he was engaged as mess cook for Mr. Lillie at Lower Fort Garry, and next, one year as cook-mate to George Thorn at Fort Garry. In 1859 he hired for 18 months with retired Chief Factor Pruden at St. Andrews, and there married Jane Stead, a native of Albany Factory.

Leaving Mr. Pruden's service he settled on a river lot at St. Andrews, thence making many trips to York Factory as voyageur in the freight boats of Messrs. Donald Bannerman, Alexander Sutherland, Donald Murray, Thomas Sinclair, Sr., Andrew Mowat and Robert McBeth.



In 1864 he engaged again for three years in the Hudson's Bay service in Swan River district, going with the brigade of boats under Chief Factor Campbell as a voyageur to York Factory and wintering at Fort Ellice, under Chief Trader William McKay. On leaving Fort Ellice to return to St. Andrews he travelled with Johnny Grant and his drove of horses from Montana to Sturgeon Creek. Then he went as a driver in the Red river cart train of Thomas Sinclair, Jr., freighting to Carlton, and for swimming the South Saskatchewan to fetch the ferry boat received a reward of ten shillings.

It may be interesting to say that the first route by which the Hudson's Bay people penetrated into the Red river country was that from the bay up the Albany river, which afforded, until the C. P. R. was built, the route of communication for trade, and of immigration for retiring servants of the company and their families from Moose Factory, and the posts under its control, to the Red River settlement—the promised land of the fur trader.

On this route Rasmusson went in 1860 as a voyageur in a brigade of four boats carrying merchandise down from Lower Fort Garry to Albany Factory. The boat, steered by Jack Spence, John Masson, Jimmie Hoggie, and — Stephens, halfbreeds and Swampy Creeks. The round trip took from the middle of June to the fall, and was by way of the Winnipeg lake and river, Hungry Hall, Lac Seul, Martin's Falls and Osnaburg to Albany, on James Bay. The hardest part of the voyage was on the Winnipeg river, the rest of the route being easier than that to York Factory, with slow portages, and along the Albany river good tracking.

Mr. Rasmusson's next trip up the Winnipeg river was as a voyageur in eight Hudson's Bay boats, under William Sinclair, sent to meet the Wolseley expedition in 1870, and help it down the dangerous rapids of the Winnipeg river.—I. C., in Winnipeg Free Press.

Monarchs Confer



KING EDWARD was received by the German Emperor on his arrival at Cronberg, and by Prince and Princess Frederick Charles of Hesse, the hosts of both Monarchs. The Princess is the sister of the Emperor and the niece of the King, and inherits the castle of Friedrichshof from her mother, the late Empress Frederick. This is not the first time that these close family ties have brought about a meeting between the two Sovereigns at the castle which was the favorite abode of the late Empress, and which has many intimate associations for both. The meeting was of the most cordial and affectionate character, while as the two Sovereigns drove to the castle through streets gaily bedecked with flags and garlands, popular feeling expressed itself in continuous cheering. Fine weather added to the pleasure which His Majesty must have derived from so hearty a welcome from Emperor and people. A family gathering at breakfast was followed by a walk in the park, which afforded the King and the Emperor an opportunity for intimate conversation. After luncheon a motor drive in the Taunus and other semi-private functions filled up the time until dinner, after which a reception, held by the King and the Emperor before His Majesty's departure for Ischl at 11 o'clock, completed a day the pleasure of which was certainly not found in inactivity.

Nothing can be more natural and fitting than an informal meeting of this kind between Monarchs who, in addition to their close personal relations, are the heads of two great states whose friendly relations it is the desire of both peoples to conserve and strengthen. A tendency may sometimes be noted to exaggerate on one hand, and unduly to belittle on the other, the significance of meetings of this kind, which have a high importance of their own, though it is not that of a formal diplomatic transaction between two governments. It would be mere affectation to doubt that the King and the Emperor yesterday exchanged views upon the important topics with which the minds of both are necessarily occupied as the direct result of their exalted and responsible positions. On the other hand, both are too fully aware of their responsibilities and too mindful of the constitutional proprieties which it behooves them to observe for any possibility to exist of the smallest infringement of the rules by which the formal intercourse of great nations is carried on, and by which their mutual relations are determined. It is not even a state meeting that took place yesterday. The King made his visit of State to the German Emperor, declared as such by the governments of the two countries at Kiel in 1904; and the return visit was made by the German Emperor in 1907.

This is a visit of courtesy and a meeting of relatives, at the house of a relative, for interchange of sentiments such as are natural and agreeable in the circumstances. But, on the other hand, it must be remembered that, when the relatives are the heads of two great powerful Empires, their meeting can never be divested of the importance attaching to their exalted positions. In indirect ways such a meeting has its effects in the realm of high policy, and it is the peculiar felicity of the two nations concerned that they can feel the most complete and untroubled confidence that these indirect effects will be beneficial to both. That this is also the view taken by serious people in Germany is evident from the comments of the responsible German Press, which sees in the meeting of the two Monarchs the opportunity they desire for a friendly interview, and anticipates from it no definite impression upon policy, but a furtherance of the desires of the two peoples to pursue side by side their civilizing tasks in peace and amity. From that point of view the meeting of the two Sovereigns is a benefit not only to their own Empires, but to the world at large, since the greatest interest of every nation is peace, and those who promote peace dispense a blessing in which very friend whether of Great Britain or of Germany, will participate.—London Times.

The suspension of the scheme mutually agreed upon between the governments of Great Britain and Russia for further reforms in Macedonia is an inevitable and gratifying consequence of the momentous changes in Turkey. The initial feature of the projected scheme was the formation of a mobile column to hunt down the bands which infested the province and ravaged its villages, under the pretext of delivering Macedonia from the heel of the oppressor. But there are no bands left to hunt down. Not least of the marvels that

have occurred in the Balkan peninsula during the last three weeks has been the cheerful unanimity with which the men ranging the mountains have suddenly ceased their murderous activities. The bitter foes of three weeks ago are now forgetting in delighted amity in the cafes of Salonika. Over a hundred bands are reported to have surrendered, and the description we print this morning of the picturesque scenes in Salonika affords convincing proof that the truce—we hope it may prove a lasting peace—is real and earnest. The powers have endeavored in vain for years to solve the problem of Macedonia, but it seems to have suddenly solved itself in the one way, that the most prescient onlooker never dreamed of for a moment would have been possible. The voluminous literature of the Macedonian question may be searched from end to end without revealing any specific suggestion that such a settlement of the difficulty could occur. We recognize, of course, that what has happened does not imply that henceforth Macedonia will cease to be a source of anxiety. The stage of the solution now reached simply means that the way is cleared for the creation of a peaceable and orderly administration. Much has still to be done before the danger of strife between conflicting interests and nationalities is entirely averted. The great gain of the present situation is that, instead of pacification at the sword's point, the warring partisans have created peace among themselves. It now rests with the new administration in Turkey, aided by the foreign officers and advisers whose help is still available in Macedonia, to fulfil the high expectations formed concerning their future policy in the province. The despatch of the Russian government to the powers wisely and cautiously concludes with the statement that the reforming role of Russia in Macedonia, in common with that of the other powers, will be considered accomplished only if a real improvement ensues. Great Britain will entirely associate herself with that prudent and necessary reservation, but we join in the hope that the scheme now temporarily shelved may become merely an "historical souvenir."

Every day brings fresh evidence of the reality, and we trust, of the stability, of the metamorphosis the system of control in Turkey has undergone. The interesting incidents at the Selamlik on Friday, when the Sultan renewed to the foreign ambassadors his assurances of his firm resolve to uphold the constitution, strengthen the belief that the revolution is likely to prove permanent and complete. A significant indication of the change that has taken place was afforded by the manner in which His Majesty received the representatives of the powers. Hitherto only a palace interpreter has been present at these official audiences. On Friday, as befitted a constitutional ruler, His Majesty was attended by his grand vizier, and Tewfik Pasha, the minister for foreign affairs, acted as interpreter. The approbation with which the new ministry has been received by the country shows with reasonable clearness that the administration is no longer open to the accusation that it contains reactionary elements. It is understood that the new nominations have given entire satisfaction to the Young Turkey committee, which is working in harmony with the ministry. For the present, no doubt, the informal supervision of the committee, which has to so large an extent been responsible for the constitutional movement, must continue to be exercised. We trust, however, that the time is not far distant when the ministry will be permitted to assume complete direction of affairs. During the brief interval of transition from the old order to the new, the members of the committee have rendered invaluable services which entitle them to the gratitude of the Turkish people. They have served as a restraining influence, and have skillfully moderated the ardor of some of their more enthusiastic, and perhaps less discreet, associates. Their work, however, should now be approaching its end. They have accomplished the object they set before themselves. Turkey is equipped with a constitution and a ministry which command the confidence of the nation, the reactionary and the corrupt officials have been driven out, personal liberty and the freedom of the press are established. There is a certain danger, in the undue prolongation of indirect control untempered by responsible authority, and the Young Turks, while maintaining unceasing vigilance, must take care not to commit the error of substituting one form of unconstitutional rule for another. They must be content with their already great achievements, and realize that the time is at hand when further intervention on their part will probably be unnecessary. Their success has already earned for them the admiring approval of Europe, and the press of every country acclaims their patriotic work. We specially welcome the declaration of the North-German Gazette that no power desires more sincerely than Germany to see conditions in Turkey developed upon progressive lines.

We have never lost sight of the fact that, if the impelling influence in the great constitutional transformation in Turkey has come from the civilian leaders of the Young Turkey movement, the instrument by which the change was wrought was the army, and the army alone. There is no need to question any further at this juncture the good faith of the Sultan, but the Young Turks might have continued to bombard Yildiz Kiosk in vain with manifestoes had not the army come to their aid.