

MEN OF TO-DAY

The New First Sea Lord

ADMIRAL SIR ARTHUR KNYVETT WILSON is slated as the new head of the British Navy. He succeeds Sir John Fisher, who has become known to most Canadians of late chiefly because he was on one end of the navy "teeter" with Lord Charles Beresford on the other. Lord Charles spoke his mind pretty freely about the navy while he was in Canada last year. Nobody doubted his meaning. Nobody doubted that something has been wrong with the navy even since William T. Stead quit reforming it. Everybody seemed to understand that Lord Charles was a straight, two-power standard exponent and a believer in decentralisation. Both he and Sir John Fisher were agreed upon the duty of the colonies to provide either ships or money. Lord Charles heartily endorsed the Canadian Government's anti-Dreadnaught scheme, providing for a contribution of ships for Canadian waters in the interests of the Empire abroad, rather than money voted to build Dreadnaughts for use in British or any other waters for the sake of the Empire at home.

* * *

Sea Dogs that do not Bark

NOW Sir John Fisher retires in the wake of Lord Beresford and Sir Arthur Wilson is announced to take his place. Sir John is nearly seventy, Sir Arthur is sixty-eight. What an age those sea-dogs are! At a time in life when the average Canadian begins to think about handing over the business to his son and once in a while being driven in a coupe to the office, Sir Arthur Wilson heaves in sight with the grizzle of sixty-eight years, but never an ache or a tremor, to take charge of the greatest fighting-machine the world has ever seen. He will probably contribute five or six years of his vast experience as commander-in-chief of the navy, and retire to make room for some other veteran who has been pounding round the world and "slambangin' home again" without even his name being known outside of Great Britain, and to but a fraction of the people in all that tight little island. So marvelously does the navy produce her leaders, unadvertised, unblazoned and for aught we usually know unheroic, till we read somewhere of the deeds one did forty or fifty years ago on the face of one of the seven seas. Which is rather different to the way great sea-dogs are made to bark in other countries. Merely to read the abbreviated list of fleets commanded by Sir John Fisher seems like a chapter from a gazette.

* * *

"The Silent Man"

SIR ARTHUR WILSON has had a very similar experience. He is known as "the silent man." Certainly we have never heard of a thing he has ever said, for rumour has it that once upon a time his second in command said to a midshipman: "You have just come from the flagship; do you know when the fleet is to go to sea?" So taciturn a man is the Admiral that for years he has been known to the blue jackets as "Old 'eart." Once it was reported that he was going to be married—a similar joke to that which was visited upon Lord Kitchener a couple of years ago. "'E married?" said a bluejacket. "'W'y 'e'd a sight sooner 'ug a torpedo."

However that be, Sir Arthur succeeds to Sir John—not for the first time; for he succeeded Sir John Fisher in 1897, when the latter left the admiralty to hoist his flag as commander-in-chief on the North American Station. In that year Sir Arthur became controller of the navy at home. Four years later he was afloat again in command of the Channel fleet. At that time he was not recognised as a master of naval tactics—and that is but eight years ago, when he was sixty years of age.

* * *

Over the Seven Seas

BUT back of all that—what an experience! Away back in the days of the Crimean War young Wilson was in the navy, and he served in the Black Sea. When the Chinese War broke out in 1865 he was in it, over in the China Sea, where the Yang-tse-Kiang tumbles to the music of the Hoangho. At the time of the Egyptian imbroglio in 1882 he saw service along the north coast of Africa; and when the Soudan affair broke out in 1884 he met the Fuzzy-Wuzzies,

some of them with his fists. He was then a Captain. In 1895 he was made Rear-Admiral; in 1901, Vice-Admiral, after his retirement from the Comptrollership being put in command of the Channel fleet.

Here and there glimpses occur of this silent, useful man; one, for instance, from the Soudan: "At Tamai," says a writer, "he was known for a feat of berserk valour in the broken square." An eye-witness thus describes it: "I saw Wilson with his usual smile, knocking over the Fuzzies with his fists, enjoying himself in his quiet way." And as readers of Kipling know, a Fuzzy-Wuzzy in the Soudan was regarded as the worst thing a British regiment ever undertook to wollop.

The same writer goes on to sum up the character of the first sea lord of the Admiralty thus: "The typical 'strong, silent man in a blatant land,' Sir Arthur Wilson, if he goes to Whitehall, is destined to give the navy peace. No doubt a great part of the unrest of the past few years has been inseparable from a period of necessary change, though it has been aggravated in a wholly unjustifiable way. It will be Sir Arthur's task to sound the 'Still.' If he initiates nothing fresh, he will consolidate the great work of his predecessor, and he will make the heavy hand of discipline felt throughout the service. Recollecting more recent valedictions, it is instructive to recall that when Admiral Wilson hauled down his flag after six years' consecutive command, he made a signal to his fleet to the effect that discipline

would be best maintained if there were no demonstration when he quitted his flagship. That spirit will be maintained, I fancy if he becomes first sea lord. The man will be sunk in the service, be he whom he may.

"He is 68, but a man of abounding vigour, absolutely fearless of responsibility, chary of praise, but never known to lose his temper; tireless in work; a man difficult to know, but nevertheless, one who attracts the affection as well as the respect of his subordinates."

* * *

The Apostle of "Tubes."

THE most outstanding candidate for the Mayoralty of Toronto in 1910 is Mr.

H. C. Hocken, who is an example of persistency and conviction rather hard to surpass. Mr. Hocken is the smallest man in physical stature that ever ran for so high an office in Toronto. He is also one of the most pugnaciously aggressive men that ever lived. There is much about Mr. Hocken to admire. He has no lack of courage and has the record of a diligent, constructive career, dating back to the day when he was a printer at the case, particularly on the old Toronto News, of which he was foreman at the time the "labour" split in the News ranks gave origin to the Toronto Star. He was editor of the News just before its reorganisation seven years ago. At that time he went to St. Thomas and became editor of the Journal in that city. Two years of that and he was back in Toronto as editorial writer on the News. He took a strong interest in civic affairs and was always much in evidence at the City Hall. When he retired from the News and purchased the Orange Sentinel he got control of a medium through which he was able to wield considerable influence. His elevation to a controllership in Toronto two years ago was rather unique, as the promotion of a man who had no preliminary experience as an alderman. Since that

time he has been untiringly aggressive in his efforts to get what he thinks the people need by way of extended street traffic accommodation. He is now committed to the policy of "tubes." Whether that propaganda to provide underground transit for the citizens of Toronto gets him the Mayoralty or not remains to be seen. If it should, and should the people register their plebiscite in favour of the scheme, it will be a long, hard reach from that to the passage of a by-law empowering the corporation to provide "tubes" that run right through the pockets of the people. However, Mr. Hocken is politic enough to know that any campaign which appeals more or less vaguely to sentiment, even when limited to expediency, is a good way to advertise.

It is sometimes complained that in a city so large as Montreal and Toronto so few of the leading business men or manufacturers offer themselves as candidates for the chief magistracy. Perhaps the reason is that the public attach so little importance to the office that they decline to pay a salary that makes it worth the while of any leading business man to devote his whole time to the work. Civic management is just as much a matter for experts as the conduct of a business, and often requires a far greater degree of ability, wedded to public spirit.



Sir Arthur Knyvett Wilson, who is slated to succeed Sir John Fisher as the first sea-lord, commander-in-chief of the British Navy.