

GENERAL OF THE SEA

BRITAIN'S GRIM, GREY GUARDIANS

From "The Imperial Press Conference," by John W. Deane, Editor (Winnipeg Free Press.)

The Atlantic and Home fleets, anchored side by side in the waters of the Solent, gave the delegates to the Imperial Press Conference a sight unequalled in history; for never before in those historic waters nor in the seas of the world had there been assembled an armada approaching this in fighting power. The prelude to this spectacle was one to touch the deepest feelings of the man of British blood. As the little steamer Volcano, with the press party on board, sped down Portsmouth harbor towards the anchorage of the fleet, there lay in our path Nelson's flagship, the Victory—the most famous ship in the naval annals of the race. She was gallantly dressed with flags, and was manned from stern to bow by the young salts to whom she is a home and training school; and as we passed, the portholes in the old oak walls, which belched fire in honor of the occasion.

A few minutes later we rounded Spithead, and there before us in the sheltered waters between the shore and the Isle of Wight lay Britain's first defence—the grim, grey, menacing warders of the sea! They lay one behind the other in seven long parallel lines.

The first three nearest the shore, comparatively short, made up of destroyers; then four great rows of mighty ships stretching out miles to sea. The flagship of the fifth line was the Dreadnought, the first product of the naval revolution—the King Edward, hopelessly shorn of the primacy it gloried in just four years ago, headed the next line; while the outer row was topped by the Prince of Wales, still further in eclipse. We passed down the long sea channel between the sixth and seventh walls of steel, having on our right the ships named after the overseas nations—the Hindustan, the Dominion, the Commonwealth, the New Zealand, the Africa, sailed through the fleet of 35 submarines, tossing peacefully upon the surface of the sea; and then returned by another way along whose side there lay the ships of the newer navy—the great fighting sea-dragons violate.

GREAT SEA POWER.

Here were, first, the cruisers of the Dreadnought type—the Invincible, the Inflexible, the Indomitable. What names these are! How they speak of Britain's confidence in her sea-dogs! Nor does this confidence seem ill-founded. These ships are cruisers in speed, Dreadnoughts in armament. They can steam over 25 miles an hour; and it is claimed that there is not a battleship of the pre-Dreadnought type that can match them in fighting power. The Indomitable one year ago, returning from Canada, reeled off 25.3 knots an hour over the whole distance from the Straits of Belle Isle to Fastnet. The Invincible has steamed 25 knots for eight consecutive hours. These ships carry

BATTERIES OF 12 INCH GUNS; and their broadside is equal to that of the Dreadnought in range, and but little inferior in weight. As for gunnery results the Indomitable recently, while steaming high rate of speed, hit a moving target one mile off, and a second time, fifteen times out of eighteen, at a distance of nearly five miles. Assuming that this could be done in a naval engagement there is no ship in existence that could survive five minutes of the Indomitable's delicate attentions. Try to imagine what the bursting of a dozen 800 lb. shells on the deck of a warship within the space of a single minute would mean? The mind balks at the prospect. Then came two great warships of a type which was begun only to be abandoned in favor of the Dreadnought—the Lord Nelson and the Agamemnon; and then the four Dreadnoughts—the Superb, the Temeraire, the Bellerophon and the original Dreadnought itself. These six great ships have equipment of big guns greater than that of the whole of the battleships of the German High fleet.

DIVERS OF THEM!

Later there was a display of mimic warfare which was witnessed from the Dreadnought deck. First came the possession of the submarines—nine out of the thirty-five present passing the Dreadnought, some on the surface, some half submerged, some quite out of sight, the moving periscope above the water alone indicating their whereabouts. Some of the submarines dived and re-emerged to show how quickly they respond to their control. The submarines have their good points, but stability is not one of them; a collision under water with an object having any resisting power means certain death to the crew of fifteen men.

SEVENTY OF THEM!

The seventy submarines of the British navy—more than the combined submarine fleets of all the other navies in the world—would, in a war with any continental power, be enormously efficient weapons, not only of defence but of attack. They are now being employed for the purpose of laying mines, and can remain submerged three days. Each is armed with three torpedoes, quite enough to account for a warship if discharged squarely against its hull. No effective means of fighting submarines has yet been devised. In a choppy sea the periscope of an approaching submarine is not visible; or rather the lookout would see periscopes in every breaking wave. The influence of the submarine is even more moral than material; it remains to be seen whether, under war conditions, human nerves can stand the terror that walks in the depths of the sea.

THE DEADLY DESTROYERS.

There followed the attack of the torpedo boats—the destroyers. In readiness for them the great steel arms which lay slantwise along the side of the Dreadnought swung out carrying with them a great net of woven steel. The Dreadnought thus lay encompassed about and protected from deck to keel by a screen of tempered steel, and the twenty-eight torpedo boats, which were pushed by, discharged in alternation a torpedo and a rocket. There was something demoniac

cal in the way the torpedo boats attended to business. They leaped from the torpedo tubes as though they were sentient things rejoicing in their mission and came racing through the water, straight and swift as an arrow to its mark. They hit the steel screen with a terrific impact; broke into flame as the sea water ignited the carbide and rose to the surface. Shot followed shot until the sea was filled with the heaving, burning, ill-smelling, shark-like torpedo shells. In actual war the torpedo and the net have not made acquaintance. The net is warranted to stop any torpedo; the war torpedo is fitted with a whirling, cutting edge of tempered steel driven by petrol, which will go through any net. Thus when they meet in the shock of war we shall get the answer to the hitherto insoluble problem—what happens when an irresistible projectile meets an invulnerable obstacle.

THE MODERN SHIPS.

There were, all told, one hundred and forty-four ships in the fleet, assembled for our inspection—twenty-four battleships, sixteen armored cruisers, eight other cruisers, four scouts, forty-eight destroyers, thirty-five submarines and nine auxiliaries. Displayed as they were, they covered eighteen miles of water. Not one of these ships was put in special commission for the occasion—they were all in active training, ready for service at a moment's notice. The fleet did not include a single ship which took part in the review in these same waters upon the occasion of the Queen's diamond jubilee just twelve years before. Nothing could illustrate better one of the phases of Great Britain's ever-present naval problem. The conditions of warfare are always changing. Science is ever at the point of penetrating power of the guns and to the resisting power of defensive armor, with the result that the warship which, at its launching, represents the last word in naval architecture and equipment, begins relatively to lose efficiency before it has completed its first cruise.

THE OLDEST SHIP

In the review was the Albion, launched just eleven years ago. It is already marked to pass immediately into special reserve, the oldest ship in the fleet, the dignity of being sold to the shipbreakers, which will be its early fate. The whole armada which lay before our eyes was the result of only ten years' work by the admiralty—and yet, under the new conditions brought about by the development of the Dreadnought type, a large proportion of the vessels are now regarded as almost obsolescent. It is but a year or so since the battleships of the King Edward type were the proudest possessions of the British fleet. They were launched less than five years ago; but they have since been outclassed, first by the Lord Nelson ships, and then by the Dreadnoughts, so that, though they would be of enormous value in a war with any other navy existing to-day, they are no longer considered vessels of first class power.

THE DREADNOUGHT IDEA.

The idea behind the Dreadnought, which has thus revolutionized naval architecture, is that of having all the guns on the ship of equal calibre and range. In the King Edward, there is a varied assortment of guns, ranging from 4.7 to 12-inch, each of them requiring the close attention of specialists in crow's, all working in confined spaces. That was the old idea of efficient gunnery. The Dreadnought and the ships of its type are equipped with twelve-inch guns of absolutely equal capacity, which makes the control of gunfire easier and more efficient. Behind the Dreadnought is the Lord Nelson type, which has its supporters as the most efficient of all battleships. The weight, however, of expert opinion is that, in a contest between a Lord Nelson type and a Dreadnought, assuming equal skill on the part of the gunners, the newer vessel would prove victorious. The Dreadnought fighting under the conditions for which she is built, would open fire on the Lord Nelson at from seven to eight thousand yards from eight twelve-inch guns, which would make a broadside of 6,800 pounds—that is, if every shot went home, eight shells, each of 850 pounds weight, would hit the Lord Nelson every half minute. At that distance, the Lord Nelson could answer only with a broadside from four twelve-inch guns—that is, just half as much. If the Lord Nelson could lessen the distance between the two ships, its hitting capacity would increase with the decrease of the distance, by the bringing into play of a secondary battery of ten 9.2-inch guns. It seems pretty obvious that, in such a contest, the Dreadnought would soon prove the victor.

STILL IMPROVING.

The Dreadnought model has been improved in subsequent ships of the same class. The Superb, the last ship of this class to join the fleet, has a greater displacement and is in every respect a superior ship; while the Neptune, upon whose sides the armors were at work as we drove through the dockyards at Portsmouth, will make a still greater advance. There are four Dreadnoughts now approaching completion. At least four additional vessels of this type will be laid down during the coming year. These with the three Dreadnoughts already in the fleet will give Great Britain fifteen warships of this new and formidable type; and the brisk agitation to induce the Government to add four Dreadnoughts to the programme for this year has lately brought the required assurance.

BRITISH PRE-EMINENCE.

That the British navy, as it stands at present, is enormously superior to any other navy in existence, is not really a matter of dispute. At the moment Germany has not a single ship in commission which could cope with the cruisers of the Dreadnought type, let alone the battleships themselves. The apprehension which degenerated into panic is due to the fact that, during the course of the next four or five years, Germany, by an accelerated programme of ship building, may build a fleet of Dreadnoughts equivalent to that owned by Great Britain. If this were to happen, it would still leave Great Britain in possession of reserves of enormously superior strength in other armed vessels which would become determining factors in a naval encounter; and in other important respects, such as available men for man-

ning the ships, Great Britain has a lead which Germany cannot possibly hope to overtake for many years. In destroyers and in submarines, which, in an Anglo-German naval war, would be able, owing to the short distances, to play an important role, the disparity in strength is overwhelmingly in favor of Great Britain, with no likelihood of the margin being reduced. These hard facts upon being brought to the notice of the anxious Briton have tended to restore to him that confidence in his fleet which was once his most marked national characteristic. Moreover, the organizing genius which in the last ten years has brought into being the fleet which we saw at Spithead, and has revolutionized the conditions of naval warfare by the invention and development of the Dreadnought type, is not exhausted and can doubtless be trusted to meet conditions as they arise.

The panic, of course, has quite passed away, leaving behind it a fixed resolution in the minds of Englishmen, of all classes, that in a matter of such supreme importance to them as the supremacy of the seas, they will take no chances. The observation is a safe one that the disparity which holds to-day between the British and the German navies, will be relatively maintained during future years. That is unquestionably the intention and determination of the Admiralty.

GREAT BRITISH NAVAL BATTLES.

Some of the Many Achievements of the Days of the Wooden Walls of England.

Like leviathans afloat. Lay their bulwarks on the brine; While the sign of battle flew From the masts of the British line. It was ten of April morn by the chime; As they drifted on their path, There was silence deep as death; And the boldest held their breath, For a time. —Campbell's "Battle of the Baltic."

It would require volumes to recount the naval battles of Britain, and in fact, some hundreds have been written by different authors and authorities to chronicle the many heroic achievements performed by the British fleet, and which has shed a halo around what was once the wooden walls of Old England, but what is now the steel bulwarks of the British Empire. From the days of King Alfred and of Sir Edward Howard to the present with Sir Charles Wilson, at the head of the record of the British navy is one of almost unbroken victory. Britain has been mistress of the seas so long that we look upon it as her inherent right and natural position, and when now and then this position is challenged, not by actual warfare, but by the mere act of building warships by a foreign power, Britain responds by building still more warships, thus not only keeping the world that she intends to keep, but also maintaining that supremacy at all hazards. It is a far cry from the days of King Alfred, and the frail wooden crafts of that time to the super-Dreadnoughts of the present day. But whether fighting on these primitive vessels with flint guns, cutlasses, hand grenades and boarding the enemy's vessels at close quarters, or fighting with long range guns and the modern British sailor and soldier has ever been the admiration of the world. Britain prides itself on its "thin red line," but it pins its faith and the safety of the empire on its vessels of war. It would take pages to even name the many deeds performed by British seamen through the centuries, and the many victories won under such men as Nelson, Howard, Drake, Blake, Benbow, Hawke, Duncan, Cuthbert, Napier, Seymour and dozens of other naval celebrities. Let us go back to the Spanish Armada; the popular belief is that England was saved from destruction and the Spanish fleet destroyed by a great storm which arose and scattered the ships of the King of Spain. But the fact remains that the British fleet under Lord Howard, Admirals Drake and Seymour had crippled the Spanish vessels by their harassing attacks and by fire that it is doubtful if the Spaniards could have effected a landing on British soil had the storm kept off. Blake's defeat of Van Tromp, the Dutch admiral, in the sixteenth century, added lasting lustre to the British navy. The battles fought by these two admirals form a brilliant page in the annals of naval warfare. Lieutenant Low, in his book, "Great Battles of the British Navy," thus describes the sea fight in which Van Tromp met his death:

THE DEFEAT OF VAN TROMP.

"The two fleets bore down upon one another in line, Van Tromp having the advantage of the weather, gale, and every ship was quickly engaged. Soon two of our vessels, the Oak and the Worcester, were set on fire by a fireship, and the Triumph, Blake's old ship, was also in flames, and was saved from destruction with the utmost difficulty. Van Tromp was about to engage Monk's ship, when a musket ball pierced his heart, and he fell dead on the quarter deck. . . . A French gentleman who witnessed the battle from on board a small vessel, writes: 'The smoke dispersing, the two fleets were seen in a condition which showed the horrible fury of the conflict. The whole sea was covered with dead bodies, with fragments, and with hulls of ships, still smoking and burning. Throughout the remainder of the two fleets were seen only dismantled vessels, and sails perforated throughout by cannon balls. Nearly thirty ships perished between the two parties, and the English having pursued the enemy as far as the Texel, had the honor of the victory, which cost them as dear as did the vanquished.' In this, however, the French narrator was mistaken. On our side the loss consisted of seven captains and 500 men killed, and five captains and 800 men wounded, besides three ships lost. The Dutch casualties were as follows: slain, 1,200, among whom were many officers of distinction, besides Van Tromp; drowned,

KEEPING THE PEACE—WHAT IT COSTS.

The first remarkable fact which is revealed is that this year the seven leading naval powers are spending upwards of £120,000,000 on their preparations for ensuring peace on the world's seas:

Great Britain	£35,142,700
United States	28,778,777
Germany	19,538,188
France	13,352,825
Russia	10,028,831
Japan	7,202,823
Italy	6,755,291
Total	£120,800,435

COST AND TONNAGE.

A simple calculation gives the following as the tonnage of the vessels completed and the cost of new construction during the present century:

	New Construction. Cost.	Tons.
Great Britain	1,001,813	94,948,857
Germany	474,876	47,890,507
United States	654,208	60,603,616
France	310,405	48,349,200
Russia	352,700	31,573,234
Italy	135,110	12,941,991

1,500; wounded 2,500; prisoners, 1,000. Twenty-four men were burned or sunk, but there is an ominous silence as to any having been captured." When Blake died his chronicler declared that he left "behind him a name that, in our naval annals, is only second to the victor of the Nile and Trafalgar."

CAPTURE OF GIBRALTAR.

The capture of this stronghold by Sir George Rooke on the 23rd of July, 1704, was another brilliant achievement of the British navy, and one that has had a lasting influence on the destinies of the nation. Its capture is thus described by the historian: "The council of war that decided on the attack was held on the 17th July, and on the 21st the whole fleet, consisting of 60 English and Dutch ships, sailed into the bay. The same afternoon a force of 1,800 marines, under the Prince of Hesse Darmstadt, was landed on the isthmus which connects the rock with the mainland, thus isolating the small garrison. To a summons to surrender now sent by the Prince, the governor replied in big words to the effect that he would bury himself and the garrison beneath the ruins rather than surrender the post entrusted to him by his royal master. Rooke now proceeded with his preparations; and owing to the unfavorable winds, the whole of the following day was occupied in placing his ships in the positions assigned them. At length, at daybreak of the 23rd July, the fleet having taken up its position, the Admiral gave the signal for the bombardment, and forthwith commenced the most terrible cannonade that the world had yet witnessed. During the five hours the attack lasted, 15,000 shots were poured on the works. The enemy, who had withdrawn the greater portion of fire, were driven from the batteries on the South Molehead. The admiral, perceiving the advantage that must accrue by the occupation of these works, which formed the key of the fortress, ordered the boats to take possession of them. Captain Whitaker, of the Nottingham, who commanded with Captain Hicks, of the Yarmouth, and Captain Jumper, of the Lennox, rowed ashore with characteristic ardor, and seized the batteries; but, unfortunately, not without considerable loss, for the whole place was mined, and the train being fired by the retreating Spaniards, two lieutenants and 40 men were killed and 60 wounded. Unappalled by this looked-for disaster, the remaining seamen pushed on; and when the whole party was landed, Captain Whitaker, advancing, stormed a strong redoubt between the mole and the town, thus hemming in the garrison. Rooke now sent in a second summons to the governor, who, now rendered the honors of war being granted to him and the garrison. "The admiral, astonished at his success, as he well might be, took possession of this world-renowned fortress; and, since that day, the British flag has remained hoisted on the 'Rock,' as it is appropriately called by the services, in spite of all comers. Never did the British sailor appear to greater advantage than on this occasion, and the headlong valor displayed in the attack was said to be unexampled. The total loss amounted to three officers and 60 men killed and nine officers and 216 men wounded; a surprisingly small price for a stronghold, having regard to the fierceness of the approaches, the steepness of the precipitous rock, and the numerous and heavy batteries mounted on every accessible point by the Spanish engineers, might well be expected to baffle any force, no matter how superior in numbers. As Rooke said in his despatch, quoted by Campbell, 'it seemed as if fifty men might have defended these works against thousands.'"

LATER NAVAL BATTLES.

In what may be called modern wars we have had, among others, the Russian war, with the operations by the navy in the Black Sea and the Baltic, including the bombardment of Sebastopol, during which many deeds of daring were done by our seamen, although the fleet played a subordinate part to that of the army. There were also the three Chinese wars, extending from 1840 to 1862. Later, during the Crimean war, the British fleet, and within the memory of many, was the Egyptian war, with the bombardment of Alexandria, in which Lord Charles Bessborough, recently on a visit to Canada, received the signal from the admiral in command during the bombardment. "Well done, Condon," the name of the vessel he commanded. Later still are the exploits of the naval forces at Ladysmith in the South African War.

WHAT OF THE FUTURE?

The German peril and the building up of a great navy by Germany have led many to believe that at no distant day the German empire will challenge the British empire to a conflict for the supremacy of the seven seas, and many are the forebodings of some as to the outcome of such a gigantic struggle. Much of their forebodings are genuinely felt, but much of it, we believe, is assumed for political purposes and reasons. There is nothing we can see in the present relative positions of the navies of these two countries to cause a British subject to lose much sleep. To the student of history, who is acquainted with the record of the British navy down through the centuries, the idea of an overwhelming disaster overtaking the fleet of the present day is unthinkable. British hearts are as true and as brave as they were in the days of Nelson or of Drake, and the British skill in seamanship and the arts of naval warfare have not lessened. Nor is the nation less jealous of its honor or less generous to contribute to the navy and to make it impregnable for defence than ever it was. When we read of victory time and again snatched from an enemy of superior force and of superior position by sheer pluck and endurance, we have little reason to fear the outcome of any assault upon Great Britain from the sea, especially when we know that her navy is immeasurably superior to that of any possible foe. We do not, however, fail to read the signs of the times and to believe in the necessity of Britain keeping in the forefront of naval preparedness and naval resources. And we are happy to think that she is so augmenting her

Spanish fleets. Of his death the narrator says:

"The battle was soon at its height; an hour and a quarter had passed, and Nelson, with Captain Hardy by his side, continued pacing the quarter deck—a space about 25 feet in length, bounded forward by the companion ladder and abaft by the wheel—and giving his orders with the utmost composure amid the hail of bullets. When at 1.25 he received his fatal wound. His lordship was just about to walk aft, when Captain Hardy turning, observed him in the act of falling on his knees, with his left hand just touching the deck, almost on the same spot on which his secretary, Mr. Scott, had received his death wound. Some seamen caught the admiral, and Hardy, running up, expressed an earnest hope that the wound was not severe. But Nelson knew it was mortal. 'They have done for me at last, Hardy,' he replied. 'I hope not,' replied the former. 'Yes,' continued Nelson, 'my backbone is shot through.' And so it was. A musket ball had struck the left shoulder of the Redoubtable had entered the left shoulder through the strap of the epaulette, and passing downwards had lodged in the spine. His lordship was carried below to the cockpit by a sergeant of marines and two seamen. Dr. Beatty, the surgeon of the Victory, in his deeply interesting narrative of the great admiral's last moments, says that as he passed through the decks he caused his face and star of the Bath to be covered by his handkerchief, in order that he might not be noticed by the crew. "The bullet that struck Nelson was the means of signing the death warrant of every soul in the mizen top of the Redoubtable. Captain Adair, of the minnow, and Mr. John Pollard, midshipman, immediately snatched up muskets, and the other seamen and marines continued to fire upon the group until one by one they were all picked off, the last being shot as he was descending the rigging. To Mr. Pollard has generally been awarded the merit of having killed the man who shot our greatest admiral."

THE TWENTY-TWO YEARS' WAR.

The following is an abstract of Britain's gains and losses between 1803 and 1815 in the hostilities with various nations: Commencing with the rupture with France in May, 1803—French, 20 ships of the line and 15 frigates captured, and nine ships of the line and 16 frigates destroyed. Dutch—10 ships of various classes taken and destroyed. Spanish—11 ships of the line and seven frigates captured and destroyed. Danish—18 ships of the line and nine frigates captured and one destroyed. One Russian ship of the line, six Turkish ships and four American frigates captured or destroyed. The total is 173 ships of the line and frigates captured or destroyed, of which 101 were added to the navy. During the same period our losses consisted of only 83 frigates captured and seven destroyed, not a single sail of the line having been lost to an enemy. The historian records that this period formed "the most brilliant period of our naval history." Napoleon had then been banished to St. Helena. The following extract from "Great Battles of the British Navy" has a special interest for the reader of this article: "The entry into Paris on the 31st of March, 1814, of the allied armies, and the abdication of Napoleon at Fontainebleau on the 28th of the following month, was succeeded by the removal of the French Emperor to the Island of Elba, whither he was conveyed by the Undaunted, 38, Captain Usher. The father of the writer was a marine on board the Undaunted on that voyage, and received from Napoleon, in common with the other men on board a gold louis. During the last Disraeli Government he was also granted a honorarium for his services on board that vessel."

Atlantic and Home Fleets, as Seen by a Canadian Newspaper Man This Year in the Solent.

NAVAL DEFENCE CONFERENCE.

Australia, New Zealand and Canada Would Form Fleet Units With Home Seamen and Officers.

The official British report of the Imperial Defence Conference contains the correspondence between Great Britain and Australia and New Zealand, which was not contained in the Canadian blue book.

It was provisionally arranged that Australia should provide a fleet unit to consist of:

- 1 Armored cruiser (New Indomitable type).
- 3 Unarmored cruisers (Bristol class).
- 6 Destroyers (River class).

These vessels are to be manned as far as possible by Australian officers and seamen. The numbers required to make up the full complement for immediate purposes should be lent by the Royal Navy. In peace time and while on the Australian station this fleet unit would be under the exclusive control of the Commonwealth government as regards their movements and general administration, but officers and men should be governed by regulations similar to the King's regulations, and be under naval discipline, and when with vessels of the Royal Navy, the senior officers should take command of the whole.

FINANCIAL PLANS.

The Australian fleet unit should form part of the Eastern fleet of the Empire, and be composed of similar units of the Royal Navy to be known as the China and East Indies units respectively and the Australian unit. The initial cost of each unit is placed at £3,695,000. The annual cost inclusive of all charges would be £600,000, and a further additional sum would have to be added in view of the higher rates of pay, etc., in Australia, making an estimated total of £750,000. Until such time as the Commonwealth take over the whole cost, the Imperial Government assist Australian government with an annual contribution of £250,000.

New Zealand's proposal is contained in a letter from Sir Joseph Ward, in which he says, while discussing the fleet unit question: "If Canada found herself also to come into this agreement, her

contribution to the Pacific station would be a fourth unit."

ONE GREAT NAVY.

"I favor," he continued, "one great Imperial navy, with all the overseas dominions contributing, either in ships or money, and with naval stations at the self-governing dominions supplied with ships by and under control of the Admiralty. I, however, realize the difficulties and recognize that Australia and Canada in this important matter are doing that which their respective governments consider to be best, but the fact remains that the alterations that will be brought about upon the establishment of an Australian unit will alter the present position with New Zealand."

Recognizing that New Zealand's interests will be represented by the Australian fleet unit, Sir Joseph says that while the most friendly feeling exists between the two countries, some provision should be made to have the direct contribution of New Zealand to the British Navy maintained in some concrete form. New Zealand will supply a Dreadnought to the British navy, the ship to be under the complete control of the Admiralty. He considers it satisfactory that it is to be the flagship of the China-Pacific unit, and adds the opinion that a portion of that unit should remain in New Zealand waters. "I fully realize," he says, "that the creation of specific units, one in the East, one in Australia, and if possible, one in Canada, would be a great improvement upon the extension conditions of affairs."

He desires to see the vessels stationed in New Zealand waters, manned by New Zealanders, but local rates of pay should be given them. He suggests that on completion of the China unit, the present agreement with New Zealand should cease, that is, contribution of £100,000 per annum should continue and be used to pay the difference in the rates of pay to New Zealanders above which would be the British rate, any balance to be at the disposal of the Admiralty.

Mr. McKenna in reply says that the suggestions of New Zealand have been occurred in by the Admiralty.

AN OTTAWA EDITOR

Who Saw the British Fleet With the Other Canadian Editors.

Mr. P. D. Ross, managing editor of the Ottawa Journal, addressed the Brockville Club recently on the subject of "A Canadian in England." Speaking of the naval display at Spithead, Mr. Ross said: "The most wonderful sight the delegates saw was the naval display at Spithead. The sailors of each warship are young, keen, alert and clean, and the machinery of each is as clean as a whistle. In the display there were

from twenty to twenty-five miles of gray warships—144 vessels in all, aboard which were 40,000 men. Of that number seven were Dreadnoughts, aboard one of which there were guests. 'All these boats have been built within the past seven years at a cost of \$450,000,000. The annual maintenance of the fleet is \$80,000,000. In the old country are 40,000,000 people who are taxed from \$150,000,000 to \$200,000,000 annually for the maintenance of the entire navy.

BRITAIN'S NAVAL STRENGTH COMPARED WITH GERMANY AND FRANCE.

The following is a comparison of the three leading navies of Europe:

	Brit.	Ger.	Fr.
Battleships (10,000 tons and over)	58	28	24
Coastal vessels (old)	8	8	11
Armored cruisers	39	10	23
Cruisers above 6,000 tons	21	3	3
Cruisers, 6,000 to 3,000 tons	26	13	10
Cruisers, 3,000 to 1,000 tons	17	10	10
Destroyers	140	42	261
Submarines	68	6	94
Totals	517	222	516

The Navy League Annual says that between Christmas, 1908, and 1912, the British navy will be in a position of naval superiority as against foreign

nations never before attained. By the later year Germany may have 13 vessels of the Dreadnought type; but Britain will have at least 20, and some of them will be of a more powerful class. There was a time when the custom was to look upon Germany and France as possible allies against Britain; but the changes of this kind have removed not only by the instinct of self-preservation, which will force France to take sides with Britain in the event of a war with Germany. In that case the two powers would have, if war should come on, 82 battleships and 62 armored cruisers, against which Germany could only bring 28 battleships and 10 cruisers. The situation certainly does not seem to be particularly alarming.

FOOTGEAR GIFTS.

They're in favor. And there's great range. They begin with mere mules. Mules are in leather, silk and lace. Mules are composed of vamps and soles.

For bedroom wear the mules are convenient. In evening slippers the satin sorts are in the lead.

Evening slippers of satin or kid may be daintily embroidered. In case one's satin slippers match, they should surely match exactly.

Pumps and the various ties are also among the shoes sure to be acceptable. Walking boots, buttoned or laced, of suede, or of kid, with patent leather vamps, are standbys.

SAFE GIFTS.

A plant. Box of bonbons. A bunch of roses. The latest in novels. Subscription to good magazine. One of the classics, well bound. Tickets for the opera or the theatre. Tickets to lectures on subject that is congenial. A calendar in a decoration suitable to the recipient. It is not safe to make gifts connected with a person's specialty.

He Would Get Away.

Wife—Dearest, if you and I were thrown on a desert island, what would you do?
Husband—Thank heaven, I can swim.
—Fleegende Blätter.

SOME PRACTICAL GIFTS.

Consider gloves. How about veils? Sackets are acceptable. Handbags are always good. Knitted coats are temptations. Blanket bathrobes look "to the good." Little watches are fine, "if they go." There's the standby handkerchiefs. Pretty stockings are likely to please. Material for a blouse or a dress may do.

A pair of spats to match a suit may be just the thing. Cutlery and table linen very often please the housekeeper.

Personal remembrances are usually most attractive, however.

Shifting the Loss.

Dittersdorf—Here come two evil-looking rascals. I shouldn't wonder if we were held up.
Heine—I'm afraid so. By the bye, here's that dollar you lent me this morning.—Megendorfer Blätter.