

# COL. HUGHES HAS PLAN TO UTILIZE POWER BOATS TO AID IN DEFENCE

Organization of Service Fleets Composed of Launches and Small Craft.

OWNERS PLACE BOATS AT COUNTRY'S DISPOSAL

Minister of Militia Has New Scheme Which Will Appeal to Boating Enthusiasts and Also Build Up Auxiliary Defence System.

Special to The Standard. Ottawa, Feb. 11.—A great organization of power boat fleets throughout Canada is about to be organized by the militia department under the direction of Col. the Hon. Sam Hughes, Minister of Militia. The movement promises to be one of the most interesting and spectacular, as well as useful ever undertaken by any government. The purpose is to strengthen the defence of the Dominion in a way that will appeal to the young men of Canada, or at any rate those who are fond of boating and yachting in all its forms and this will be accomplished at an infinitesimal cost.

Time was when canoes, barges, and punts were the means of transportation of the militia driven by the inland waterways, but with the advent of the power boat these days have gone by and the means of the future will be by the launch driven by the internal combustion engine. Col. Hughes is sensible of this fact and means to utilize the power boats of Canada as an auxiliary to the militia and defences of Canada.

While not all of the arrangements are made the scheme has so far been worked out by the Colonel that it is proposed to purchase "service fleets" in maritime, river and lakeboard communities which will be composed of launches, small cruiser or power boats which their owners will enroll as at the disposal of their country in time of war or of need. The owners will be required to pass elementary examination in navigation sufficient to show that they are capable of handling their craft along the coasts or on inland waters, that they know the rules of the road, etc. When this examination has been passed the boats will be pennants by the militia department which will be a guarantee that they are something more than mere machinists and haphazard helmsmen. They will be recognized as competent pilots, and a small metal plate attached to the craft somewhere will show that the boat is ready to serve Canada.

The formation of a service squadron is already in progress in Ottawa, and in all its details it will have the keen eye of the minister upon it. This is particularly valuable, as Col. Hughes has himself passed the examination of the marine department for masters and mates, and is fully qualified to take charge of a vessel under power or sail. He also owns a beautiful launch.

How It Works Out. When it is intended that local bodies of militia should be given a bridged river the local fleet of service power boats would transport them, and in the case of manoeuvres they would transport not only men but machine guns. The fast boats would be used for scouting or for carrying messages. There will also be an annual review of the little ships, which will probably be followed by regattas in various parts of the country.

At a later date negotiations will be begun with the marine department towards working out some co-operative plan towards the end of efficiency. The great purpose of Col. Hughes is to create a great body of efficient young men in Canada, and this the marine department would welcome if, only to lessen danger in harbors and ports through the growing number of power boats racing around in the hands of unskilled owners. It is probable that an arrangement will be made whereby a squadron, which has a certain number of boats, or a certain number of efficient pilots at its command, will be allowed to fly the coveted blue ensign. That, however, will not be considered seriously at present.

It is expected that many of the yacht clubs throughout the country will organize this summer and that in a few months Col. Hughes will have ready at the call of Canada a remarkable fleet of competent Canadian power craft. The time which would be involved during a whole summer would be negligible.

ADVANCE IN FREIGHT RATES UNDER PROTEST.

Washington, D. C., Feb. 11.—Protests against the proposed general five per cent. advance in freight rates which they would affect the iron and steel industry, were submitted today to the Interstate Commerce Commission.

CANADA S. S. ISSUE IS PROVING POPULAR IN LONDON

London, Feb. 11.—The issue of the Canada Steamship Lines Limited of £1,500,000 five per cent. bonds launched yesterday has received pleasing notices in the London financial press. A much larger issue could have been underwritten as applications are very numerous.

## Picturesque and Beautiful New Brunswick



RESIDENCE OF A. E. O'LEARY AT BEAUTIFUL RICHIBUCTO.

## UNIONIST AMENDMENT ON HOME RULE LOST

Long's Amendment Defeated By Majority of Seventy-Eight.

JOHN REDMOND FOR PEACEFUL SETTLEMENT

Bonar Law Predicts Civil War Moment Legislation Becomes Effective — Useless To Talk Concessions, Carson Says.

London, Feb. 11.—Home Rule for Ireland was again the subject of paramount interest in the House of Commons today. Sir Edward Carson, the Ulster Unionist leader, David Lloyd George, Chancellor of the Exchequer, John Simon, the Attorney General, John E. Redmond, leader of the Irish Nationalists, and Andrew Bonar Law, leader of the opposition, all made fervent speeches, and at the conclusion of the debate the amendment to the reply to the speech from the throne, moved yesterday by the Unionist Walter Long, "that it would be disastrous for the house to proceed further with the government for Ireland bill until the measure had been submitted to the judgment of the country," was defeated by a vote of 235 to 255.

The announcement of the defeat was received with loud opposition cheers and shouts of "resign." John Redmond spoke in a conciliatory tone and appeared anxious to meet the question from a broad viewpoint, with an earnest desire for a peaceful settlement.

Mr. Bonar Law predicted civil war the moment Home Rule passed, but urged that the danger of civil war could be averted by leaving Ulster out of the Home Rule bill or by substituting the bill to the judgment of the people.

Lord Charles Bessford, addressing the Ulster Association of London tonight said:

Demoralize Empire's Defence. "If the Imperial forces are ordered to fire on the Ulstermen, they must obey. But I decline to believe that the government will go to that extreme to force Home Rule on Ireland. If the government does, it will be the first step towards the demoralization of the army and navy and will lead to the break-up of the Empire."

Only Two Ways. Only two ways existed of dealing with Ulster, said Sir Edward, and these were to coerce her or to win her. It was useless to talk about concessions which merely meant reducing the proposed wrongs of Ulster to a minimum. John Redmond, he said, never had tried to win Ulster. He wanted only her taxes.

Redmond Conciliatory. John E. Redmond, the Irish Nationalist leader, followed with a warm repudiation of Sir Edward Carson's charge that he wanted Ulster's taxes. Mr. Redmond declared that the plea for an amicable settlement of the Home Rule question had found a ready response on the part of the Irish Nationalists, but he said, the proposal must be consistent with the main principle of the bill.

## BULGARIAN QUEEN ASKS PRESS AID

Regrets Press of Europe Oblivious to Terrible Sufferings of Bulgar Refugees — Shows American Reporters Around

Vienna, Feb. 11.—Queen Elena of Bulgaria, under the incognito, "Countess Carlota," attended today a lady in waiting and her personal attendant, Colonel Tshervenkoff, lately visited Vienna and stayed at a hotel here in order to give her personal supervision to the work being done here in the interests of her subjects who have suffered by the Balkan war.

At Vienna a firm is manufacturing quantities of artificial limbs for the maimed veterans of the recent war. The Queen was anxious to see personally the manner in which the orders are being filled and at the same time to look into the progress made by a number of Bulgarian soldiers who are here studying hospital work.

Her Majesty expressed deep regret that the press of Europe had remained oblivious to the terrible sufferings of the Bulgarian refugees. "Driven out by the Serbians, Greeks and Turks," she said, "more than 150,000 of these refugees, mostly women, children and old men, have been streaming into Bulgaria from the occupied territories. They are unclean, almost unclothed, ill and weak."

The American newspapers sent reporters and old men have been everywhere, so they have been able to describe and photograph the terrible sights to be seen in all the refugee camps.

"We have done all we could, but now our money and our flour is gone—our deposits are empty. Surely, it is the duty of the international press to help us."

## INDEPENDENT CANDIDATE HELD MEETING AT HARVEY.

Special to The Standard. Harvey Station, Feb. 11.—A largely attended meeting was held this evening in Taylor's Hall, in the interests of the Independent Conservative party. Wilmet Tracey occupied the chair and briefly stated the circumstances which led to the division of the party in this county. The candidates, Mr. Scott, stated his position and told of the election of the convention which placed him to work for the best interest of the party, and he pledged to do all in his power to advance the county.

Government had gone further than was necessary. He, however, would do nothing to make the situation more difficult or dangerous. Candidly, Mr. Redmond continued, the Irish Nationalists did not share the tragic view as to the possibilities of a civil war, and he thought the House of Commons ought to resent such threats as an affront.

The exclusion of the Province of Ulster, Mr. Redmond declared, never could be the solution of the Irish question.

The Irish Nationalist leader concluded by saying he was deeply anxious to remove all fears. He said he would meet the proposals in the broadest and most friendly spirit in the earnest hope that the aspirations of the Royal speech might be realized in the great problem on which the well-being of Ireland and the unity and strength of the Empire depended.

## CLAIMS GOOD INCOMPETENT CRITICS TAKE UP VALUABLE TIME

Members of Opposition Pose as Experts on Terminals and Criticise Port Nelson Work—Hon. Mr. Cochrane Shows Ignorance of Critics and Absurdity of Their Charges.

Special to The Standard. Ottawa, Ont., Feb. 11.—The best the opposition could do today was to furnish some criticism of Hon. Frank Cochrane over the Hudson Bay Railway, especially the terminals. A. K. McLean of Halifax, who is touching upon every subject under the sun, a kind of jack of all trades and master of none, beat the air for a while, but to no purpose. He has never been in Hudson Bay and knows as much about railway building as a hand-bearer knows of catching cod, so his remarks were taken seriously, not even by himself. The trouble about the opposition is that they have no experts, they are all politicians, more or less, but they do possess the practical men who can criticize, so they abound in generalities. Today they declared that Mr. Cochrane was making a horrible mess of things in Hudson Bay. The Minister on the other hand declared he was proud of the results obtained and mentioned casually that difficulties must be met with in pioneer work. Now Mr. Cochrane is a practical man, so that's all there was to it.

Another misapprehension day listening to the pitiful floundering of that stricken bunch of incompetents.

Many Questions Answered. A number of questions were asked and answered at the opening of the house today. Hon. Mr. Cochrane informed Mr. Graham that \$2,747,506 had been expended upon the Transcontinental Railway locomotive shops at Transcona, near Winnipeg, and \$1,123,662 on the car shops. On the car shops \$167,221 had still to be paid.

The Minister of Customs told Mr. MacDonald, (Pleaton), that the total value of iron and steel products imported in 1913, was \$141,935,445, divided as follows:— Iron and steel in the rough, \$9,859,263; in partially manufactured form and adapted for further manufacture, \$35,484,530; other iron and steel products, \$96,581,652.

Hon. J. D. Hazen told Mr. Deltale that the Moptalm was due last night from her trip to Seven Islands and would continue ice-breaking operations between Montreal and Quebec. The minister also said that the government was considering the question of appointing a pilot to succeed the late Captain John Wiley, a superintendent of pilots of the Quebec and Montreal division.

Mr. MacDonald, (Pleaton), was told that the steamer Alert was owned by W. M. McDonald, from whom she was chartered for the customs service for service from January 1, 1913. The charter could be terminated by either party upon one year's notice. For the use of the vessel, the government paid \$1,250 a month, and the owners paid the wages of the crew, cost of fuel and maintenance.

Alert had made twenty trips out of Sydney harbor since December 1, 1913 and on five occasions had been away more than one day. She had been ordered out of commission on February 5, 1914, by the Minister of Customs.

Mr. Sinclair, (Gyusabor), was informed that Joseph Le Blanc, a sailor on the government steamer Canada, died last year of pneumonia, and was buried at Montreal. The coroner had notified his sister, Mrs. Richards, who had replied that if the government would forward the body to Mulgrave free of charge it would be taken care of. Otherwise she instructed that burial should take place at Montreal.

Hon. Frank Cochrane told Hon. Charles Murphy no official authorization had been given for the published statement that the grades on the I. C. R. would be reduced to a maximum of six-tenths. Mr. Cochrane

added that no decision had been reached in regard to that matter.

Port Nelson Terminals. Mr. A. K. MacLean, in connection with a notice of motion for the production of papers as regards the Port Nelson terminals of the Hudson Bay Railway, stated that the reputation of this route had been seriously damaged by the manner in which the government had gone about the construction of terminals. There had, first of all, been no justification given for the selection of Port Nelson route and there had been a lack of business methods in connection with the whole year's work. Incorrect charts had been furnished vessels which went up to Hudson Bay; business had not been placed, an excessive amount of material had been purchased and there were stories of ill-treatment of laborers. Two vessels had been unable to unload their cargo at all and one had placed a total wreck. There had, secondly, been an inconsiderable neglect to provide lightening facilities.

There was a great deal of evidence, he said, that Port Churchill was a more desirable site for a harbor than the one at Port Nelson. Mr. William Beach, of Winnipeg, to this effect.

Mr. MacLean went into considerable detail in preferring his charges. There had been a great waste of public money with little or no progress made, he said. He declared it was the duty of the minister to answer two questions:— First: Was the work carried on in an efficient and workmanlike manner? second: Is Port Nelson the proper terminal to select for the Hudson Bay port?

Hon. Mr. Cochrane. Hon. Frank Cochrane replied first to Mr. MacLean's statement that no reason had been given for the choosing of Port Nelson. Mr. Cochrane said that he had given the reasons in the house last session. When he went there in 1912 he saw both harbors and while he was not a harbor engineer, he had a navigation expert, he had been forced to certain conclusions. Outside of Port Churchill there were seventy miles of barren lands, which had frozen since Adam was a kid, and his engineers would answer for no railroad building across that. Further, as this was a grain route the shorter distance by 85 miles to Port Nelson was a consideration.

Mr. Cochrane said that the men who had been quoted by Mr. MacLean were either interested parties or had suffered mishaps through their own neglect, or because they could not help it. The loss of the Clarence had been entirely owing to the action of its captain who started in without asking for any information from others there and also with his wireless out of condition. In 1912, continued Mr. Cochrane, he sent an engineer north to look over the harbor and bring down plans so as to find out what was needed. Mr. Hazen was the engineer who came back in February with his plans. He had charge of the loading of the equipment and went north with the ship. Mr. Cochrane added that they had difficulty in regard to the loading facilities. Scows were to be delivered on July 1st, but the manufacturers were slow and they had to be sent up later. They were unfortunate also in regard to their wireless apparatus. The ship on which it was first loaded struck on a rock on the Labrador coast and did not return. The second ship on which the wireless went north was wrecked so that altogether they had a streak of bad luck. The missing apparatus had been sent overland and they expected to communicate in a few days with La Pas where the apparatus had been in operation since the summer.

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## WANT TO TRY CURE FROM CIGARETTES

Several Girls Ask For Chance to Try Nitrate of Silver Cure

Boston, Feb. 11.—Several girls were inside, among the more than 200 persons who called at the office of Massachusetts Anti-Cigarette League at No. 67 Milk street, seeking the nitrate of silver cigarette cure.

They were disappointed as the league is not prepared to apply the treatment yet. The intention was merely to put out a feeler to ascertain if there was any real desire on the part of Boston smokers to be cured.

Mrs. Elizabeth R. White, the league secretary, was convinced such a desire existed, and will call a meeting of the league officers as soon as possible to arrange to treat those who have applied. She said: "Everybody who came earnestly wishes to be broken of the cigarette habit. They were a serious lot of men and boys; yes, and women, too, for several girls called. There were professional men, students, office clerks and boys in school. There is not the slightest doubt that hundreds in Boston are hoping they may break off the cigarette habit. I was amazed at the number who came."

DORCHESTER PEOPLE ORGANIZE NEW COMPANY

Special to The Standard. Frederickton, N. B., Feb. 11.—The Royal Gazette this week contains the application of F. C. Palmer, H. G. Palmer, W. A. Palmer, Jennie McE. Palmer, Ethel Crossman Murray, Mary Clifford Palmer, all of Dorchester, for incorporation as Palmers' Limited, to carry on a business of general merchandising. Authorized capitalization of company is \$25,000 with head office at Dorchester.

STUDENTS ARE LOYAL TO KING R. H. STEARNS SI REELECTED

Three Thousand From Swedish Universities Assure King Gustave of Their Devotion and Confidence.

Stockholm, Feb. 11.—Three thousand students from the leading Swedish universities, accompanied by bands playing patriotic airs, today marched through the streets to the royal palace, where speeches were delivered assuring King Gustave of the students' loyalty and devotion to and their complete confidence in His Majesty during the present constitutional crisis, which has resulted from the demand of the land owners and farmers for increased armaments.

The King in reply expressed his gratification at the demonstration, and declared the support of the educated youth of Sweden will be a great help to him in his work for national defence.

One of Hottest Civic Elections in History of Charlottetown Held Yesterday—Large Vote Polled.

Charlottetown, P.E.I., Feb. 11.—One of the hottest civic elections in the history of Charlottetown, took place today. It resulted in the return of R. N. Stearns as mayor, with 1,332 votes over Alexander Horne with 1,016.

The councillors elected are John McKenna, D. J. Riley, Robt. Ratterty, Dudley Wright, John T. MacKenzie, R. H. Jenkins, L. B. Miller, John McNevin.

Water commissioners elected: James MacDonald, Charles McGregor, Francis McCarroll.

Three of the old councillors, Riley, McKenna and McNevin and two of the old water commissioners, MacDonald and McNevin, were re-elected. McKenna tied with P. A. Smith and was elected by returning officer casting vote. There was a very large vote polled.

CONTINUED WIDE RALLY OF SUFFRAGETTES CALLED

New York, Feb. 11.—The official board of the National Woman Suffrage Association today issued a call to the suffragists of the country to rally at an open air meeting on Saturday, May 2, in every city, village and hamlet from the Atlantic to the Pacific.

## MONTREAL IS HARBOR EXPERTS VISIT EUROPE

President of Harbor Commission and Engineer Will Inspect Chief Ports to Gather Information.

London, Feb. 11.—(Cable)—The principal ports of Europe are to be visited within the next few weeks by Mr. W. G. Ross, president of the Montreal Harbor Commissioners who with Mr. F. W. Cowie, the chief engineer is at present in London. They will leave shortly for Marseilles and Genoa and thence to the North Sea visiting the ports of Hamburg and Antwerp. Upon their return to London they will examine every detail of this port which of late years has been developed at great cost. They are in touch with the engineers of the various British ports, such as Glasgow, Liverpool, and Southampton with the object of informing themselves of the latest appliances, devices and methods for accommodating shipping in the world's great centres. Mr. Cowie will read a paper on Montreal harbor before the Institute of Civil Engineers at Westminster in April.

Canada Fails in Athletic Competition

Lost Both Events at Madison Square Last Night — One Canadian Wins a Third Place.

New York, Feb. 11.—At Madison Square Garden tonight the New York A. C. annual indoor games were international in character, as in two events Canadians competed, but failed to win.

In the one mile walk handicap, Geo. Gauding, the Canadian champion, conceded liberal handicaps to the other contestants, finished in third place, his actual time being 6:38.45.

The United States relay team, J. E. Meredith, University of Pennsylvania; H. E. Baker, New York A. C.; M. W. Sheppard, Irish-American A. C., and Thos. J. Halpin, Boston, defeated the Canadians, J. Tressider, John Tall, H. Phillips, and G. M. Brook, in one-mile international race, time, 3:26.35.

Hannes Kolehmainen, Irish-American A. C., won the three-mile handicap by ten yards from the only other scratch, Harry Smith, of this city, in 14:27.35.

William F. Gordon, Yankees, out-sprinted Abel Kiviat, the Irish-American Club's best miler, by a margin of six feet at the finish of the Baxter mile race, the time for which was 4:32.25.

BUXTON NEW GOV. GENERAL IN S. AFRICA

Succeeds Viscount Gladstone — John Burns Becomes London Board of Trade Head, C. Hubhouse P. M. General.

London, Feb. 11.—The appointment of Sydney Charles Buxton, now president of the Board of Trade, as Governor-General of the Union of South Africa, in succession to Viscount Gladstone was officially announced today.

This appointment will cause several changes in the cabinet, John Burns becoming president of the Board of Trade, Herbert Samuel, leaving the postmaster-generalship to become president of the local government board, Charles E. Hobhouse becoming postmaster-general and Charles F. Masterman, chancellor of the Duchy of Lancaster.

Water commissioners elected: James MacDonald, Charles McGregor, Francis McCarroll.

Three of the old councillors, Riley, McKenna and McNevin and two of the old water commissioners, MacDonald and McNevin, were re-elected. McKenna tied with P. A. Smith and was elected by returning officer casting vote. There was a very large vote polled.