

The Standard

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ST. JOHN, N. B., TUESDAY, AUGUST 6, 1912.

MR. HAZEN'S REPLY TO THE IMPERIAL MARITIME LEAGUE.

Opportune to the moment, in close relation to the views expressed in the Standard yesterday that the safety of the North Atlantic route for her commercial fleets is of paramount importance to Canada, is the report of the meeting in London at which Mr. Hazen received a representative deputation from the Imperial Maritime League Committee of members of the British House of Commons. The object sought by the deputation, opens up a phase of the question of protection of the trade routes from the British consumers standpoint. As Mr. Rowland Hunt, M. P., bluntly put it in stating the purpose of the delegation: "The great danger of this country, the heart of the Empire, is starvation." It is well known that with supplies cut off and a hostile fleet in control of the seas the food resources of the Mother Country would be exhausted in three weeks and it is a fact worth pondering over.

The delegation sought to impress upon the Canadian Minister of Marine the importance of three points, (1) that the influence of the Canadian Government should be directed to persuading the Home Authorities to arm a number of merchant ships in the trans-Atlantic trade; (2) that the Dominion Government itself should set a good example by favorably considering the suggestion to put guns on some of Canada's merchantmen; (3) that Canada should see fit to give a battleship to the British Government with the stipulation that the ship should be in addition to, and not in place of, any battleship now in the Admiralty's programme.

The direct bearing which these suggestions have on the importance of safeguarding the North Atlantic highway in the event of war will be at once apparent. Merchant ships, if armed, whether under the control of the Home or Canadian Government, with their fast steaming power, would add greatly to the protection of their own routes. The wisdom of strengthening the British fleet by the addition of a Canadian Dreadnought, rather than by a reduction of the Admiralty's programme, is clearly justified by the international situation. The stronger the British Fleet, when the time for the completion of Germany's preparations arrives, the greater the margin of safety on the North Atlantic "the avenue through which the Dominion carries the bulk of her export trade and which leads, as Mr. Hunt expressed it, "to the heart of the Empire."

Mr. Hazen was naturally guarded in his reply in view of the fact, as he pointed out, that the Canadian Ministers were in England seeking information from the Government on this subject. He left no doubt, however, in the mind of the deputation that the question of converting merchant ships into armed cruisers in time of war, had been called to the attention of the Government of Canada and was the subject of discussion with the Admiralty. In support of Mr. Hazen's statement that a proposal to convert ships of the merchant marine into armed cruisers has been under consideration, it may be recalled that in February of this year the Standard published a plan of "suggested" cruiser-liners for the Canadian Royal Naval and Mail Service. Negotiations were at that time in progress between the Dominion Government and Canadian and English transportation companies for the establishment under subsidy of a fast service of "cruiser-liners" between Canada and England. The conclusions arrived at were not made public but it was known that the proposals were receiving favorable consideration.

The revival of this proposal by the delegation of the Imperial Maritime League, and Mr. Hazen's assurance that the question of converting merchant ships into armed cruisers in time of war is included in the subjects now being considered, bringing the advantages claimed for this type of vessel prominently into notice. As we understand the situation it was not intended that a fleet of cruiser-liners should interfere with or detract from the Government's naval plans when matured, but that an armed fleet of this character would be subsidiary to whatever arrangements might be made with the Admiralty. On this point further light will be thrown when the Canadian Ministers return to Canada.

The design for the cruiser-liner, it was understood, was suggested by Mr. Edward Bath, a consulting engineer of Ottawa, who prepared the plans and laid them before the Government early this year. The proposal was to construct a special type of fast steamship for express, passenger and mail service between Canada and Great Britain, available as a cruiser in time of war. The dimensions of the vessel were: Length over all, 728 feet; beam, 81 feet; draught, (fully loaded) 20 feet. The ship was designed to be propelled by quadruple propellers, driven by an improved type of turbine engine, capable of reversing on each propeller. The guaranteed trial speed was to be 24 knots, which would give the fastest—port to port—speed across the Atlantic.

The design indicated a special form of construction, with stem and stern sections built on cruiser lines, strengthened to carry bow and stern batteries mounting two 6-inch guns. The ship was subdivided into sectional watertight compartments so as to be practically unsinkable. The coal bunkers were arranged so as to protect the vital working machinery and boilers, being carried up above the water line to the main deck, affording protection between wind and water.

In time of peace, it was suggested, these liners could be used as express mail boats, sailing to and from Quebec in summer and Halifax or St. John in winter. The passage by these boats would be reduced to four and a half days and passengers and mails could be landed in or from Great Britain as follows: Montreal, 5 days; Toronto, 6 days; Winnipeg, 8 days, and Vancouver, 10 days.

It was suggested that six of the vessels should be built, so as to afford a semi-weekly service. The ships would be constructed under the supervision of the British Admiralty and the Dominion Government, and operated either by the steamship companies now trading from Canadian ports, or by a combination of shipping interests, constituting a National company, subsidized by the Imperial and Dominion Governments. In time of war these vessels would maintain the trade and commerce of Canada as carriers of food supplies to Great Britain, thereby rendering very effective service to the Motherland and also keeping open Canada's best market.

The armament of the vessels when used as cruisers would consist of four 6-inch guns in bow and stern batteries; eight 4.7 inch guns, two on each quarter; and sixteen quick firing guns mounted at various points. It was not suggested, as has already been stated, that these vessels were intended as warships, but as armed fast

naval cruisers to act as scouts, transports and special service boats; able to take care of themselves in a running fight. For the working and navigation of these vessels, it was proposed that the officers should graduate as cadets in a sea-going ship and be commissioned as members of a Royal Canadian Naval Reserve.

It must be noted that the deputation which waited on Mr. Hazen did not go so far as to suggest vessels of an entirely new type. They rather took the ground that guns should be added to the equipment of ships of the existing mercantile marine. It is open to question whether Mr. Hazen's intimation that the attention of the Government had been called to the matter did or did not refer to the plan to subsidize a fleet of cruiser-liners described above. The report of his address taken from the Morning Post, and published elsewhere in this issue, says on this point:

The question of converting merchant ships into cruisers in time of war, he might say, one to which the attention of the Government of Canada had been called, and he thought he was revealing no confidence when he said it had been discussed between the members of the Canadian Government and the Admiralty authorities since they had come to Britain, and that they were seeking information on the subject. When they had spoken of arming merchantmen he supposed that implied first those vessels engaged in the merchant trade, so that they should be strengthened in certain parts and expenditure made on them, rendering them capable in time of war of carrying guns, and in order to make them effective guns and ammunition would have to be supplied at ports on either side of the Atlantic between which these vessels sailed, so that in the event of hostilities they would be the earliest possible moment be placed in a position to resist attack or assist other vessels attacked by a foreign Power—or, in general terms, be in a position to keep open the trade routes between Canada and Great Britain, thus securing as far as possible that the food supply would not be interfered with. Before coming to his country they had consulted with Admiral King-Edmond, and all he could say was that the representations made by the deputation would encourage them in pursuing their inquiries, and he trusted, lead to good results and help to bring about a system, that would assist in keeping the trade routes open in case of war.

Further speculation as to the Canadian Government's intentions would not be profitable at this stage. Mr. Hazen lays stress on the fact, which has been emphasized by all the Canadian Ministers, that no authoritative statement will be available until after the Cabinet has had full time for discussion. It is clear, however, that two proposals—to arm the present mercantile marine and to subsidize a new fleet of cruiser-liners—are open for consideration as important features of the Government's naval policy.

On the third point raised by Mr. Hunt against any reduction in the Admiralty's programme, should Canada contribute a Dreadnought, the Minister of Marine made the important announcement that the Canadian Government were entirely in agreement with the delegation. As quoted in the London Times, Mr. Hazen said:

Another matter has been touched upon by some of the speakers this morning, and it has been suggested that in the event of Canada contributing to the British Navy that contribution should not be in reduction of what Great Britain should do, but should be a contribution to supplement what she did. (Cheers) In that view I entirely concur (hear, hear) and I believe the Government of Canada are in entire concurrence, and I may say that that is the view which we have taken during the deliberations, and which we have tried to put before the proper authorities. Speaking generally of our mission here, I think there is a very strong feeling amongst the people and the electorate of Canada in favor of Canada doing something that may be regarded as fairly substantial towards the defence of the Empire. (Cheers) The only question that is as to the best way in which a policy based upon that spirit shall be carried out, and it is for that purpose that we have come here to consult the Admiralty.

From Mr. Hazen's opinion that there is a very strong feeling among the people of Canada that something fairly substantial should be done towards the defence of the Empire there will be no dissent. The Press of the country today is practically a unit in expressing the opinion that Canada at this juncture will rise nobly to the occasion and bear her share of the burden of Imperial defence. The situation recalls a memorable day in Parliament in March, 1909, when the outlines of the Dominion's future naval policy were unanimously decided. In the resolution then adopted the following paragraph has today a special significance:

This House expresses its firm conviction that whenever the need arises the Canadian people will be found ready and willing to make any sacrifice that is required to give to the Imperial authorities the most loyal and hearty co-operation in every movement for the maintenance of the integrity and honor of the Empire.

Now is the day of opportunity to redeem this pledge and the people of the Dominion will not be found wanting.

Current Comment

(Woodstock Sentinel-Review.)
Postmaster General Hitchcock estimates that in the last few years in the United States people have been swindled out of \$120,000,000 in get-rich-quick schemes operated through the mails. "Thus human greed carries its own punishment. Were it not that so many respectable people are willing, and even anxious, to accept something for nothing, such wholesale swindles would be impossible.

(Stratford Herald.)
The Privy Council has ruled that the Dominion Parliament has no power to pass the Lancaster Marriage Bill. This judgment does one thing—it justifies the stand taken by Premier Borden and proves that he knows constitutional law down to the ground.

(Sackville Post.)
Canada's Royal Governor General has been given a most enthusiastic welcome by the people of the Maritime Provinces. His Highness visited these Provinces once before, nearly fifty years ago, but he was only a youngster at that time.

(Toronto Mail and Empire.)
The tendency to build projections over the sidewalk is not one to be encouraged by the City Architect's department. Some day one of these massive overhanging glass and metal will fall, and someone who has been one of thirteen at table will be underneath.

(Montreal Witness.)
While Canada claims protection, and the British flag is over her foreign relations, Britain can fairly claim Canadian co-operation in defence, and any bargaining about it is not to our credit. The constitutional development would necessarily follow in good time.

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THE SACKVILLE NEWS LETTER

Death of Mrs. E. C. Goodwin, at Baie Verte—Miss Margaret Dobson Dead—Summer Missionary Conference.

Sackville, August 2.—W. A. Black of Toronto with Mrs. Black and little daughter, visited friends here last week and left on Thursday for Montreal, to spend some weeks with Mr. Black's mother, Mrs. Hibbert Black, Piquash, Dr. W. Y. Chipman and son of New Jersey, are visiting Dr. Chipman's old home in Botsford.

Mrs. William Sherborne and child, of Milford, Mass., are guests of Mrs. Frank Harris.

Principal J. M. Palmer left Wednesday for a trip of some weeks to Yarmouth and other Nova Scotia towns.

Mr. and Mrs. A. G. Putnam of Prince Albert, Sask., spent a few days here last week.

Mrs. H. M. Wood and Miss Iala Fawcett left on Thursday for Montreal, where they will be in England to join P. W. Sumner, of Moncton, Mrs. Wood's father. While there they will tour England in Mr. Sumner's motor car.

Miss Jean Morton of Bridgewater, N. S., is the guest of Mrs. G. T. Morton.

Miss Winnifred Harper left on Saturday for Newcastle to spend some time with her parents.

Mr. and Mrs. W. D. Baird, of Salisbury, were the guests of friends here last week.

Mr. and Mrs. Chipman Wheaton, of Milford, New Hampshire, are visiting friends here.

A son arrived at the home of Professor and Mrs. Lawrence Killam, on Thursday.

Mr. George F. Cooper and children, of St. John, are guests of Mrs. George A. Peters.

Mrs. A. W. Atkinson, and Masters Lee and Paul Atkinson, left on Thursday for St. John to reside in future.

Mr. Copp and F. T. Tingley are on a business trip to Wolfville, N. S.

Mrs. Lewis Gordon and children, of St. John, are guests of her parents, Captain and Mrs. Milner.

Mrs. Lawson Smith was the hostess at a linen shower on Friday evening in honor of Miss Eliza Avar, who will be one of the principals in an interesting event at an early date.

Miss Prudence, of Sackville, and Miss Annie Main, Truro, are spending a vacation with their parents, Mr. and Mrs. James Main, Upper Cape.

W. W. Cushing, of Callahan, Florida, is renewing old acquaintances here after an absence of twenty years.

Ex-Sheriff Joseph A. McQueen is seriously ill at his home in Dorchester.

C. T. Maloney shipped last week from Cape Tormentinos, Bonaventure, England, a cargo of lumber valued at \$25,000.

The death occurred at her home in Baie Verte on Saturday evening, of Mrs. E. C. Goodwin, at the age of 80 years. Her husband died some years ago and she leaves one daughter, Mrs. Bedford Harper, Sackville, and one son, G. P. Goodwin, civil engineer, deceased, was a highly esteemed member of the community, prominent in social and religious circles until the last three years of his life.

Miss Margaret Dobson, aged 16 years, daughter of W. A. Dobson, Sackville, passed away in Amherst on Friday from typhoid fever. Besides her father, two brothers survive. The funeral services were conducted by Rev. L. A. Borden and interment was in the Highland cemetery.

The summer conference held under the auspices of the missionary education movement, opened here on Thursday evening in Eucharistic Hall, at the university residence, Charles V. Vickery, of New York, presided. The origin and aims of the summer conference movement were explained in a few brief addresses by Rev. R. P. McKay, D.D., Rev. M. E. Fletcher, St. John; Rev. G. J. Bond, Halifax; Rev. D. McAdrum, Moncton; Rev. R. S. Longley, Charlottetown; Rev. F. S. Marshall, Charlottetown; Rev. G. P. Dawson, St. Stephen; Rev. E. C. Hennigar, Japan; Dr. May Karim, China; Miss Flora Clarke, India; Miss J. M. Thomas, Toronto.



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HOPEWELL HILL NOTES.

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