

## GREATEST FLEET SAYS ASQUITH BUT IS NOT FOR AGGRESSION

British Premier, After Attending Naval Manoeuvres, Says Never In the World Has There Been Such a Gathering of Fighting Ships.

[Canadian Press.]

London, May 9.—Premier Asquith was the principal guest last night at the dinner of the Central Association of Bankers. Sir Felix Schuster, who presided, referred to the depreciation of consols. He said he would deprecate any artificial measure; purely natural causes must be left to work, and would work. All the bankers were unanimous in impressing upon the Premier the importance which they attached to sinking funds, both old and new, and said that every possible means should be sought to restore a ready market for consols.

"I have just come," said Premier Asquith, "from witnessing a spectacle to which, I suppose, there has never been a parallel in the history of the world—the great British fleet, which is now assembled under the eyes and in the presence of the King at Weymouth. There never has been, I believe, in the same space of water, such an aggregation of the implements of destruction, and as I went around the fleet and inspected at close quarters some of these magnificent, if monstrous, achievements of modern science the thought might not occur to me whether the time might not some day arrive, perhaps within the lifetime of some of the younger of those who are sitting at these tables, when this gigantic expenditure would be diverted into more fruitful and fertilizing channels and the world be saved from the incubus which at present rests upon some of its best aspirations."

So far as we are concerned, and so far as the fleet of Great Britain is concerned, we know it to be, and the world knows it to be, an instrument, not of aggression, but of defence, and with the countless and ever-multiplying interests of which we are the trustees and guardians we cannot afford, so long as the world remains in its present temper, to neglect any means for making these interests secure against every danger. The maintenance of supremacy, of our indisputable and invincible supremacy at sea is the first and fundamental condition not only of the integrity of the British Empire, but of the life of the British people."

**Banking Stability.**  
Mr. Asquith, proceeding to discuss banking affairs, expressed satisfaction that the prosperity and stability of the British banking institutions remained unimpaired. Deposits at the banks with- out exception had risen by between four hundred and five hundred millions. Moreover, banking facilities had enormously increased. Referring to the fall of consols, Mr. Asquith mentioned three causes, namely, the enlargement of trustee securities, the general demand for higher interest during the trade activity, and, finally, that the fall in consols had taken place during a series of years when Parliament had made provisions, at the rate of more than one per cent, for the reduction and extinction of the public debt. "We may say without undue arrogance or self-complacency that our position and action compare very favorably with those of any European state," said the Premier.

**Capital and Labor.**  
Proceeding to a discussion of relations between capital and labor, Mr. Asquith said that there were signs in the industrial sky which ought to warn against complacency. He said against the unexampled prosperity of trade last year, the relations between capital and labor had rarely been more severely strained. The recurrence of incidents like the railway and coal strikes made it the duty not only of the Government but of the business and banking communities to distinguish between money and the real value of interest, whether in wages or in profits, and above all to study the economic factor, not merely as a means of exchange, but as a means of production and exchange all over the world. These are the governing factors of modern life, and it is the duty of the business and banking communities to contribute to the solution of the problem of industrial unrest by suggestion and by wise and fruitful experiment.

## LADIES OF LONDON WILL SIT AT THE TABLE WITH ROYALTY

The Mayor Decides a Point of Etiquette for the National Council of Women.

There is a merry controversy among the various women's organizations of the city over the luncheon to be tendered the Duchess of Connaught and Princess Patricia in the Normal School on the occasion of their highnesses' visit to London.

For some time, a committee of the Daughters of the Empire, and the local Council of Women have been arranging the matter. After considerable discussion, it was decided to exclude all local ladies from the royal table, with the exception of Mrs. C. M. R. Graham, wife of the mayor, and

representing the city and Mrs. H. A. Boomer, representing the local Council of Women. The others were to be distinguished guests, present by invitation of the National Council of Women.

**A Civic Affair.**  
Mayor Graham informed a committee from the ladies this morning that as the luncheon was a civic affair, and given by the National Council of Women, the local ladies would be preferred, and would sit at the royal table in order of rank, and not the visiting ladies.

"This is a civic affair, and as such, the local ladies will have to be recognized," Mayor Graham explained today. "The reception committee will make the selection, and inform the ladies of their choice. The National Council of Women has nothing whatever to do with the function."

This decision has created some feeling. Considerable discussion of rather a pointed nature has already taken place, and the question will now be repeated.

**Are Making Arrangements.**  
The Lake Erie Coal Company are making tentative arrangements for handling their coal in case the city of London turn down their offer. They have two strings to their bow—Rondeau and Port Dover. At both these places they have ports, at which their coal could be unloaded. The latter has a Grand Trunk connection, and it is understood that the coal company are figuring with the Grand Trunk to handle their coal.

Connections could be made at Woodstock for all points either on the C. P. R. or Grand Trunk, and their coal could be distributed without much difficulty. The Rondeau could handle much more than at the present time, giving the company every possible opportunity for supplying their customers at a rapid rate.

**Big Business.**  
The account of the Lake Erie Coal Company is a very large one, constituting about 85 or 90 per cent of the freight hauled over the city line, and is the revenue-producing account of the company.

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This could not be confirmed, however, as Mr. W. R. Wollatt, Walker-

## MAYOR RETICENT REGARDING VISIT

London Deputation Did Not Accomplish Much at Toronto on Wednesday.

### PROPOSITION IS COMING

Sir William Mackenzie Was Out of City and Could Not Be Seen—Did Not See Street Railway Report.

Mayor Graham and Ald. Blandford, who were in Toronto Wednesday in connection with civic matters, did not see Sir William Mackenzie regarding the lease of the London and Port Stanley Railway to the Canadian Northern, and as a result his worship declares that there is nothing new to give the public regarding the offer. The deputation did not see the report on the purchase of the London street railway, relative to its purchase by the city. Little was accomplished, according to their statements.

"We did not see Sir William Mackenzie," declared Mayor Graham. "He was out of the city, attending the funeral of Judge Mabey. There is nothing new regarding the lease of the London and Port Stanley Railway to the Canadian Northern. Everything possible has been made public. Further than that I cannot say."

**Mayor Interviewed.**  
"No definite proposition has been submitted as yet," he was asked. "No, there has been no definite proposition made," he answered. "The question of the company coming here has been considered, but no offer has been made."

"When will the proposition be submitted?" was the next question. "There is nothing whatever for publication at this time," said his worship. "I have given out everything it is possible to give."

Regarding the report of the hydro-electric engineers concerning the London street railway, the Advertiser was informed that his worship was not shown it. He went down with the express purpose of seeing the report, but he was unable to get it.

The answer to his request was that it was not quite ready to give to the public.

"We did not see the report," admitted his worship. "However, we went down on several other matters, and are able to report that we accomplished something in the way of bringing the problems we have in hand more closely to solution. There is nothing further to be said on the whole question."

**Little Accomplished.**  
Ald. Blandford also informed the Advertiser that little was accomplished by the trip to Toronto. It was impossible to see Sir William Mackenzie relative to C. N. R. matters, and the report on the London street railway was not forthcoming. The other business on which they were engaged was only incidental.

## TALBOTVILLE LADY COMMITS SUICIDE

Body of Mrs. James Wallis Is Discovered In a Well at Her Home.

[Special to The Advertiser.]  
St. Thomas, May 9.—The body of Mrs. James Wallis, 35 years of age, was found in the well on her premises at Talbotville this morning. She had been ill and her mind was evidently unbalanced. Her husband died last August, and she is survived by a son, Mark Wallis, of Saskatchewan. The latter had just arrived home with the intention of taking his mother back west with him, and indecision as to whether to go or not is thought to have unbalanced the old lady's mind. This is the third suicide that has occurred in the family, which has always resided in that neighborhood.

### STREET RAILWAY FIGURES

Checking of the Cars Has Been Completed.

City Engineer Wright has completed his checking of the service of the London street railway, and has his staff engaged on correcting the figures. There are half a dozen books filled with statistics, and it will require some time to unravel them. However, he expects to have his report ready for the special railway committee in a week's time.

"I have just got into the figures," said Mr. Wright. "I know that the company did not maintain their schedule, but I have not the exact time figured out as yet. That will come later."

### THE WEATHER.

TOMORROW—WARMER.

Forecast.  
Toronto, May 9.—8 a.m.: Fair and cooler.  
Friday—Fine and somewhat warmer.

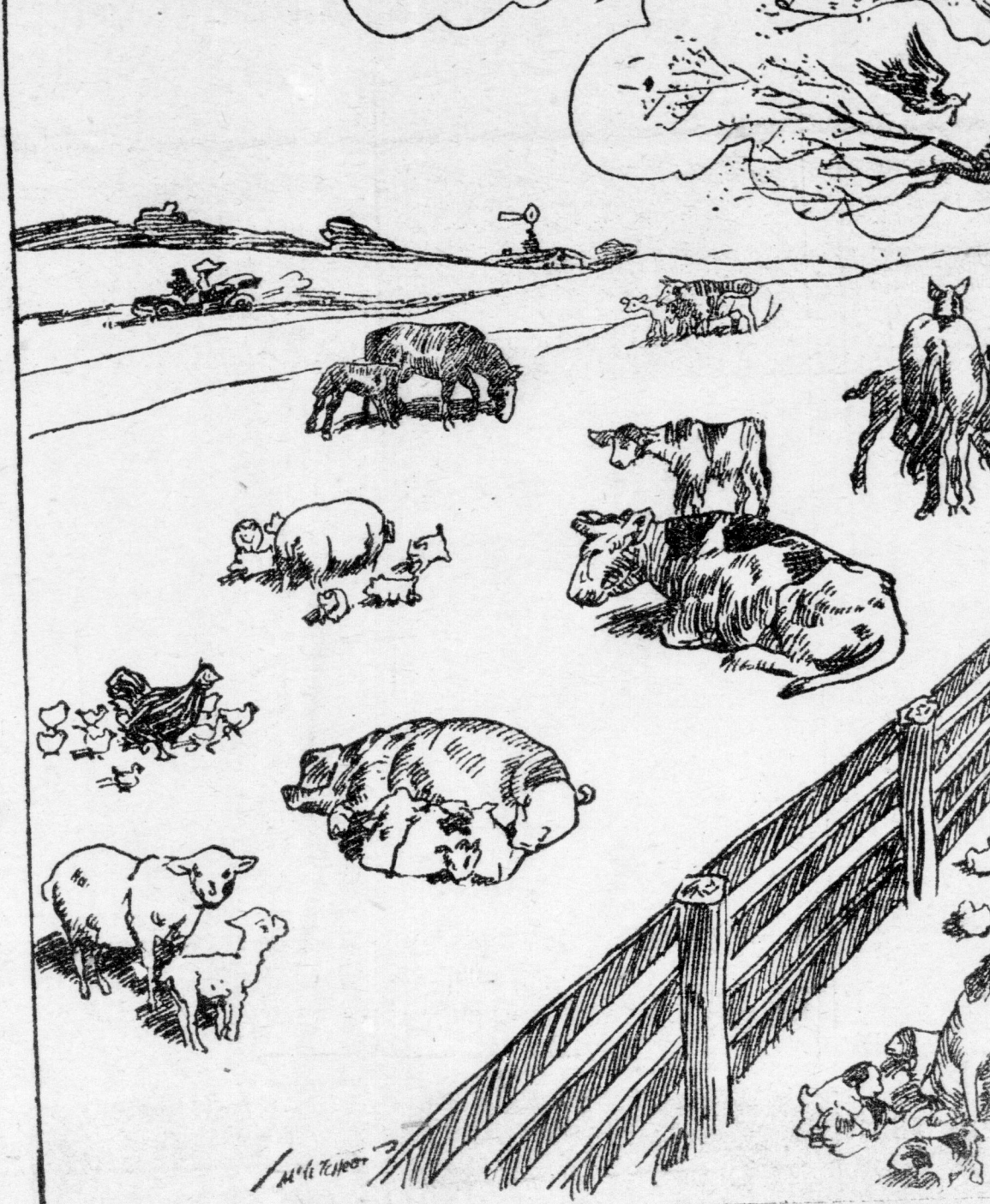
The following are the highest and lowest temperatures during the 24 hours previous to 8 a.m. today:  
Stations. High. Low. Weather.  
London. 64. 48. Clear.  
Victoria. 64. 48. Clear.  
Winnipeg. 62. 48. Clear.  
Port Arthur. 62. 48. Clear.  
Perry Sound. 66. 38. Rain.  
Toronto. 73. 48. Cloudy.  
Ottawa. 68. 52. Cloudy.  
Montreal. 70. 52. Cloudy.  
Quebec. 68. 48. Cloudy.  
Father Point. 68. 38. Cloudy.

**Weather Notes.**  
Pressure is lowest over the Bay of Fundy and in Saskatchewan. Showers have been almost general in Ontario. They have occurred locally in Quebec while rain is falling heavily in the Maritime Provinces.

## SPRING IN THE COUNTRY.

By John T. McCutcheon.

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## STEAMER FOREST CITY SOLD NO LAKE CONNECTION WITH CLEVELAND THIS SUMMER

Mr. R. C. Eckert, On Behalf of Syndicate Controlling the Boat, Disposed of Ship to Fort William Parties—\$30,000 Earned Last Year, But There Were No Dividends.

The steamer Forest City has been sold by Mr. R. C. Eckert, acting on behalf of the company controlling the boat to Fort William parties, and as a result there will be no lake connection with Cleveland this summer, so far as Port Stanley is concerned. The deal was arranged by Capt. Stephens, and will be closed today. He is acting on behalf of a party of western capitalists, who will run the vessel as an excursion steamer on Lake Superior ports, and also to the Soo.

Preparations were being made by the local organization to run the Forest City this season. They had purchased the vessel during the winter, and looked forward to a big season. Men were engaged in putting it in good condition, \$700 having been spent when Captain Stephens asked Mr. Eckert to put a price on the vessel. This was done, and in a short time the deal was consummated.

The Forest City will be taken north in time for the opening of the season. The sale of the steamer occasioned much surprise to summer-resorters and citizens generally. The moonlight excursions were always popular, and attracted large crowds to Port Stanley. The earnings of the ship for the season of 1911 were large—over \$30,000—but the expenses were heavy, and as a result there were no dividends. The Forest City was sold under mortgage, but the local syndicate were of the opinion that it could be made a paying proposition. They had gone ahead with their plans when the offer of the Fort William syndicate was received.

"We have sold the Forest City," Mr. Eckert stated to the Advertiser. "An attractive offer was made for the steamer by Fort William parties, and we closed the deal. That means there will be no excursions to Cleveland this summer."

The bondholders break even on the deal, but the stockholders lose all they put into the boat.

### A Popular Baseball League

The Canadian League schedule will be found on today's sporting page. The schedule is a good one, and the London directors are well satisfied with it. The London team has to travel a distance of 3,200 miles, the smallest mileage with the exception of Hamilton, Lee's Colts having to go only 2,100 miles. This is because Hamilton is more centrally located than any of the other teams. The Ottawa team has to travel 7,800 miles, the largest distance of any club in the league. Peterboro is next with 5,800, and St. Thomas, Guelph and Berlin follow in the above order. The St. Thomas team has to travel 4,800 miles. London has only one Sunday game in Ottawa, it being decided to play Sunday ball in Hull despite the reports that the Sunday dates had been cancelled. London has 59 home games and 51 away from home. The Tecumseh will only be away from home three Saturdays during the season.

### STEAMER ASHORE.

London, May 9.—The Royal Mail Steam Packet Company received a cablegram from Colon today, saying that their steamer, the Arcadian, was ashore on Salmadina Bank, near Cartagena, The captain of the Arcadian, in his telegram to the company, said that the vessel was in no danger. The steamship line has ordered that assistance be immediately dispatched from Jamaica. The Arcadian left New York April 27, bound for Colon, and Southampton.

### BANK STATEMENT.

London, May 9.—The weekly statement of the Bank of England shows the following changes:  
Total reserve increased £151,000; circulation decreased £133,000. Bullion increased £17,450; other securities decreased £1,585,990; public deposits decreased £747,000. Notes reserve increased £204,000. Government securities unchanged.  
The proportion of the bank's reserve to liability this week is 51.20 per cent; last week it was 48.91 per cent.

## BRITISH CAPTURE AIR-SUPREMACY

World Astounded By Experiments Made at the Naval Manoeuvres.

### REVOLUTIONIZE WARFARE

The "Waterplane" Carries Message to the King and "Sinks" Dreaded Submarine.

[Canadian Press.]  
New York, May 9.—A London cable says:

King George reached Weymouth Bay on board the royal yacht early yesterday (Wednesday) amid thunderous salutes from the great fleet, but fog caused the cancellation of the day's manoeuvres. The King visited the submarine aboard which Mr. Winston Churchill and Mr. Balfour took an hour's trip and watched the torpedo practice, but he was most deeply interested in the flights of the aeroplanes and hydroplanes.

In a thick fog Commander Sanson rose from the water at Portland yesterday morning and flew in his famous naval hydroplane, and rose to a height of 3,000 feet, staying for six minutes. He went to meet the royal yacht. The fog broke momentarily when he was one thousand feet above her, so the King could just see him. He alighted with ease after flying around the fleet.

**Flow Over Fleet.**  
Commander Gerrard ascended at Loddmoore naval flying ground a few minutes after Commander Sanson went up from Portland. He used a Nieuport monoplane, and rose to a height of 3,000 feet, trying to get above the fog. He passed right over the fleet and flew for more than one hour.

Then Lieutenant Gregory flew for seven minutes in a Short biplane. He passed over the royal yacht at an altitude of 1,500 feet, descending at the naval aviators' landing place at Portland.

Lieutenant Longmore flew for fifty minutes in a Deperdussin monoplane, which had been fitted with floats in case of a fall into the sea.

**Circled Royal Yacht.**  
Mr. Grathame-White rose in his Bleriot monoplane, and circled the entire fleet. He circled also the royal yacht twice.

The great events of the day came after 3 o'clock, when Commander Sanson, in his hydroplane, rose from the water and flew very high, descending 200 yards from the royal yacht. He carried a passenger and a letter to the King. Both were taken off from the hydroplane as it rested in the water with the engine stopped, and conveyed to the royal yacht by a picket boat.

**Swoops on Submarine.**  
Lieutenant Gregory, in a biplane fitted with floats, then passed over the harbor and the royal yacht. When it was deemed safe his passenger dropped a lump of metal, weighing 300 pounds into the water just inside the breakwater from an altitude of 400 feet, causing a tremendous splash. He then swooped down upon a submerged submarine and alighted in the water a few feet from it, causing the sailors on board the nearest battleship to cry out in alarm. A passenger in the biplane could obviously have sunk the submarine with an exploding missile. After the naval aviators finished their display Mr. Grathame-White gave a wonderful exhibition of flying. He flew out around the various warships so near the water as to be scarcely above the level of their decks, demonstrating his supreme skill in controlling the machine.

**Great News.**  
New York, May 9.—Another London cable dispatch this morning says when Englishmen reading their morning papers today of a wonderful new machine, both a hydroplane and hydroplane, which had been invented by one of their countrymen, acquired by the navy, and was shown at the naval review by King George in Weymouth Bay, the news seemed too good to be true.

The reports, however, were not exaggerated, and it is now declared that Great Britain has the most remarkable and satisfactory machine of its kind in the world, that other powers have been left behind in the race for aerial supremacy, and that the British waterplane has already performed feats completely altering the conditions possible in naval warfare.

The waterplane is described as having "the powers of an albatross, able to fly over the water, float upon it, and rise again."

It was piloted by Commander Sanson, R. N.

### RALPH LOCKART GIVEN FOUR MONTHS

Father and Mother Would Not Interfere in His Behalf.

Because neither his father nor his mother would say a word in his behalf or offer to endeavor to care for him further, Police Magistrate Judd this morning found it impossible to suspend sentence upon Ralph Lockhart, a 19-year-old youth, and sent him to the Central Prison for four months on two charges of theft, one of them laid by his father.

Lockhart pleaded for his freedom, but as his father had steadfastly refused to intercede, and had, in fact, insisted before the opening of court that he should "do his duty as a judge," and send the lad to prison, the court, although inclined to leniency, could not in the face of the law suspend sentence.

### OCEAN STEAMERS.

New York, May 9.—Arrived: Philadelphia from Southampton; Bremen from Naples; Madonna, from Marseilles.

Left: New York for London, Southampton, and Marseilles.