

CANADA WILL BUILD NAVY.

Mr. Asquith Makes Announcement in the Commons.

Vessels For the Pacific and the Atlantic Also.

Britain Will Lend Canada Vessels in the Meantime.

London, Aug. 30.—The Canadian Associated Press learns of high authority that the vessels to be loaned to the Canadian Government by the British Admiralty will be two third-class cruisers, one for the Pacific and another for the Atlantic.

These ships will require refitting and alterations, which will be done on this side, at the expense of the Canadian Government.

The officers of these ships will also be loaned to Canada, and be paid by Canada.

When Canada starts to build warships, which the Canadian Associated Press understands will be of the Bristol type of cruiser, they will be built in Canada. A representative of a leading firm of shipbuilders will shortly proceed to the Dominion to select a site for a shipyard.

Regarding the site of a shipyard on the Pacific, a prominent naval expert was asked his opinion by a Canadian official and he replied: "Vancouver is more suitable than Esquimaut, though it might also be necessary to have a dock at the latter place."

The Canadian Associated Press further understands that the idea of having submarines on the St. Lawrence River and the Pacific Coast has been suggested, and the suggestion has been received with some interest.

The Bristol type of cruiser, which it is understood Canada will build, establishing a shipyard for the purpose, is a second-class protected vessel, being of 4,800 tons burden, and capable of developing a speed of 25 knots an hour.

Britain is at present building five such vessels herself, to be completed next year. They will have turbine engines.

The third-class cruisers Canada will borrow will probably have a speed of from 20 to 22 knots and be of from 2,000 to 2,000 tonnage.

The Canadian Associated Press is informed that the disposition of the Canadian fleet will be as follows:

Two cruisers for the Pacific Ocean and one cruiser and four destroyers for the Atlantic. Two cruisers will be lent by the Admiralty pending the construction of the Canadian vessels.

Blocks are to be built which will accommodate the largest warships. They might be placed on the Pacific or on the Atlantic and St. Lawrence River. The Pacific fleet mentioned by Premier Asquith consists of three units, the Australian, the China and the East Indies squadrons, the last mentioned to be wholly British in composition.

ASQUITH'S STATEMENT.

London, Aug. 30.—Premier Asquith, in his speech to the House of Commons this afternoon, gave a detailed account of the proposed remodelling of the Pacific fleet, which both Australia and Canada are anxious should be of appreciable strength.

The remodeled fleet will consist of three units, the Australian, the Australian and the China squadrons, he said, each unit to be composed of a large armored cruiser of the Indomitable type, three cruisers of the Bristol type, six destroyers of the river class and six submarines.

It has been arranged that New Zealand and Australia present the empire with vessels of the Indomitable type instead of the proffered Dreadnought, and these ships will form a part of the Pacific fleet.

Subject to the approval of the Canadian Parliament, it was agreed that Canada should make a start by building cruisers of the Bristol class and destroyers of the river class, making use of her Pacific and Atlantic ports for the construction work.

Premier Asquith also stated that it has been arranged at the Imperial Defence Conference to organize the military forces of the Crown as to preserve complete autonomy in each dominion while allowing for Imperial defence by uniting in time of danger into one grand army.

WHAT OTTAWA SAYS.

Ottawa, Aug. 30.—Ottawa has not been informed of any proposal to borrow two British cruisers to inaugurate a Canadian navy, though it is thought here that such a plan would not be unreasonable in connection with the training of Canadians as sailors and seamen to command and man war vessels.

However, the policy of the Government is to preserve complete autonomy in each dominion while allowing for Imperial defence by uniting in time of danger into one grand army.

The opinion here is that unless some British builder is venturesome, Canadian yards will not be established for some years, as it is realized that to equip a plant capable of producing modern cruisers, destroyers and submarines is no small undertaking.

Not only is the ordinary fabrication and protecting many specialized departments, such as electrical engineering and fitting, involved.

PRESS COMMENT.

The Graphic observes that autonomy and standardization are the leading principles.

The Daily Mail proclaims it one more proof of the large patriotism and Imperial spirit of the British people.

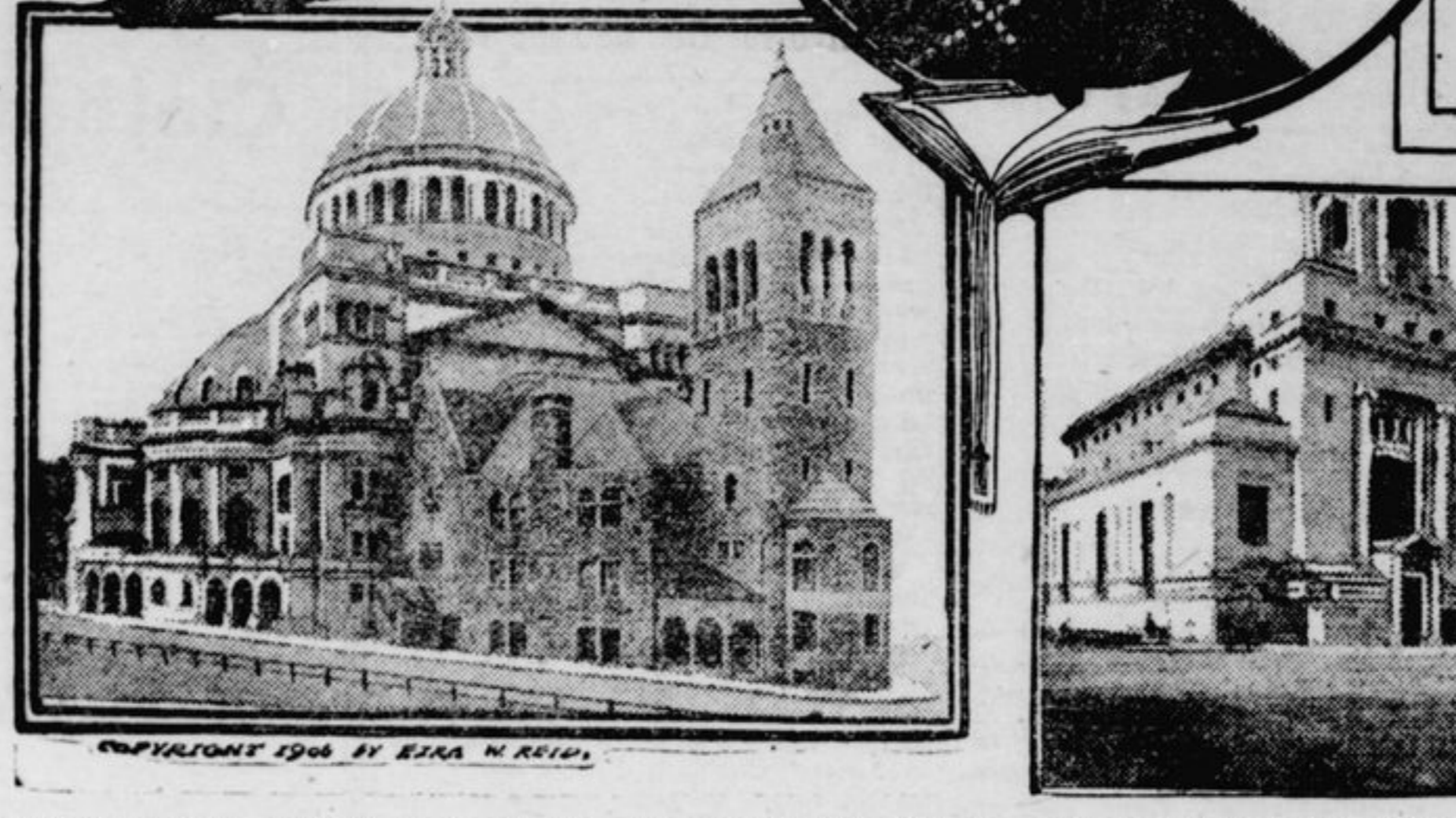
The Post says it is the foundation of a great Imperial system of defence.

The Standard says the scheme will secure the outlying portions of the Empire against any attack, but that of a first-class fleet. It hopes the highest posts in the Imperial navy will be open to colonial sailors.

The Daily Telegraph thinks the statement the most epoch-making announcement of our time, but adds respecting the Canadian scheme that a few isolated ships of that sort count for practically nothing. The important point, however, is that a start is to be made. The end no one can presume to tell.

The Chronicle declares the result of the conference is another Liberal triumph. The Leader remarks that the new scheme is animated throughout by the same zeal for freedom and local liberties.

WHEN MRS. EDDY DIES, WHAT THEN?



AT TOP, MRS. EDDY, ALFRED FARLOW AND ARCHIBALD MACLELLAN. BELOW, THE FIRST CHURCH AT BOSTON ON LEFT, AND NEW YORK CHURCH ON RIGHT.

(By Marien E. Pew.)

Boston, Mass., Aug. 30.—When Mrs. Mary Baker Eddy dies—what then?

For the first time this question, much discussed outside of Christian Science circles, has been authoritatively answered from within.

In a special interview with the writer at the Christian Science reading rooms, Boylston and Berkeley streets, Alfred Farlow, for 29 years Mrs. Eddy's personal friend and now one of the chief executives of the church, made the following statements:

"It is not pleasant to discuss the possibility of the loss of friends through death. This is a matter of which we all try not to think, and it is well for us to know that the thought is antagonistic to life and health.

"For such reasons Christian Scientists, particularly Mrs. Eddy's close associates, have heretofore discussed the future of the church in the event of such a great misfortune as her demise. As a result of this silence, in the face of much outside discussion of the subject, a number of false and absurd impressions have been created among people unfamiliar with the meaning of the science movement.

WILL ANNOUNCE HER DEATH.

"Should Mrs. Eddy be taken from life, the unfortunate event will be immediately announced through the public press. The idea that her death would be unannounced is about on a par with the reports that have been circulated in the past that she was already dead. If there was any reason for keeping her death a secret, that would be impossible.

"We hope that our beloved leader has many years of life before her, and there seems to be no reason to fear the contrary. She has lived actively and is still extremely active in her work. But in 1908, on her 88th year, she arose at 6 a. m., as she does daily, and on every day of the week, and has gone through the regular routine at her desk, in her library, in consultation with her advisers, and she has driven out for refreshment. Mrs. Eddy is a delicate woman, and quite naturally, and so long as I have known her she has never been robust.

which marked the past great triumphs of the last colonial period.

Broadly regarded, the conclusions of the Defence Conference, says the Times, justify high expectations. It welcomes practically the creation of a Pacific squadron, and concludes that the proposals open a new period of Imperial history.

THE HIGH FLIERS.

Paulham's Machine Met With Mishap To-day.

Betheny, Aug. 30.—While making his second start, Paulham met with an accident, which apparently was due to his attempt to launch his machine into the air before it had acquired sufficient speed. The bi-plane left the ground in response to the horizontal rudder, but it encountered a strong puff of wind on the beam, keeled over, and was forced back to the earth. The accident occurred directly in front of the tribune, and Eddy was unceremoniously plucked for the pilot. Paulham explained that the real cause of the mishap was a detour he made to avoid De La Grange, who was coming toward him. He said the wooden ribs could be substituted easily, and that he expected to be able to make another start later in the day.

Shortly after this mishap Brierot, in his "No. 23," went up, and rounded the course four times. His time, however, was much slower than that made in his "No. 22."

DIVER IN DANGER.

Narrow Escape From Death in the Detroit River.

Detroit, Mich., Aug. 30.—While working on the sunken steamer Collingwood, forty feet below the surface, a diver, had problem the closest escape from death he will ever have. One of the couplings of the air tube parted and Coffey was in a fair way of being asphyxiated when Capt. Harris W. Baker, who was netting along, and without stopping to call for assistance, exerted all his great strength and succeeded in pulling the diver to the surface.

When the copper helmet was removed, Coffey had lost consciousness, and the blood was gushing from his mouth and ears.

STEALING FROM MAILS.

Charge Against a Postoffice Clerk at Lindsay.

Lindsay, Ont., Aug. 30.—Chief Vincent arrested C. G. Henley, a clerk in the Lindsay post office last night, on a charge of tampering with mail matter and abstracting the contents of packages passing through the Lindsay post office. The warrant was sworn out by Inspector Henderson, of the Post Office Department, as a result of investigations which have been going on for some time. Several of the missing articles were found at Henderson's residence.

The young man is about 22 years of age, a bright, active lad, of quiet disposition, and has been in the employ of the department here for about five years and was close to a period of promotion. Henley feels his position keenly, and much sympathy is felt for his parents, who are among the oldest and most respected citizens of the town. Henley will have a hearing before Police Magistrate Jackson on Wednesday next.

AMONG THE MEN OF SCIENCE

Sir W. White's Address Before British Association at Winnipeg.

He Dwells on Necessity of Protecting the Trade Routes.

Major Craigie's Warning to Agricultural Section.

Winnipeg, dispatch: The British Association for the Advancement of Science held its first sectional meeting to-day, and nearly all the Presidents of the sections delivered their addresses. The various gatherings were well attended, and members showed the keenest interest in the papers submitted for their consideration. From the standpoint of public interest, probably the most important addresses were those of Sir William White, formerly Director of Naval Construction for the British Admiralty, in the engineering section, and Major Craigie, in the agricultural section.

The close connection which exists between the work of civil engineers and the foundation and development of British colonies and overseas dominions was the subject of Sir William's address. "One of the chief fields of engineering operations at the present time," he said, "is to be found in the Dominion of Canada, whose governing authorities have appreciated the fact that bold enterprise and generous financial provision for the extension of the progress and prosperity of the country." After giving statistics showing the remarkable progress in railway development since Confederation, Sir William spoke of the immense capital expenditure on Canadian railway and the influence they had had upon the progress and population of the Dominion.

He then dealt with the question of inland navigation, and referred to the Georgian Bay Canal project. "On the basis of experience," he said, "it has been estimated that a canal having twenty feet depth of water could be constructed at a cost of twelve million sterling, upon which capital a reasonable dividend could be paid, even if the canal were for transport work only one-third less than the lowest rates of freight possible on United States routes to New York.

The progress of shipping on the great lakes was next reviewed, and reference made to the improvement of the St. Lawrence ship channel. Speaking of the intention to increase the depth of the channel to a minimum of thirty feet from the sea to Montreal, Sir William said that 28,000 measurements had been obtained from a surveying party which had been sent to the Gulf of St. Lawrence in 1908, and that the work of the largest and swiftest ships, and the Canadian Government has been well-versed in deciding to carry out the great scheme above described."

CANADA'S MARINE TRADE.

After discussing briefly Canada's revived resources in water power, Sir William devoted some attention to overseas trade, and gave some striking figures illustrating the Dominion's marine traffic. Taking the combined overseas traffic inward and outward, it employed 18,506 ships of 14,528,000 tons, whose cargoes aggregated 7,174,000 tons dead weight and 2,800,000 measurements, the crews exceeding 576,000 officers and men. The British ships entered inwardly carried more than 54 per cent. of the total dead weight cargoes and 14.2 per cent. of the measurement cargoes, while foreign ships carried about 46 per cent. of the dead weight and rather more than 2 per cent. of the measurement goods. British ships entered outwardly carried more than 56 per cent. of the total dead weight, and more than 46 per cent. of the measurement, whereas foreign ships carried only about 30 per cent. of the dead weight, and not quite 35 per cent. of the measurement. Including Canada, the British Empire can claim possession of 67.12 per cent. of the total dead weight trade and 82.12 per cent. of the measurement goods. The average tonnage per ship for the British was about 1,700 tons, for the total world, less than 200 tons, and for the foreign ships a little more than 800 tons.

AN IMPERIAL NAVY.

Facts were then cited showing the wonderful progress during the last seventy years in shipping trading between Canada and Great Britain, and the concluding part of the address dealt with the question of an Imperial navy. "The maintenance of an undoubted superiority at sea" in existing circumstances and in face of foreign competition is no easy task, and it is good to know that the Dominion beyond the seas are ready to take a share in the heavy burden of empire.

In what way effect can best be given to this fundamental idea it is not easy to decide. It is necessarily a matter in which the views of the Dominion must be considered, and a policy determined on which shall command hearty support from all portions of the empire.

"It may be permitted, however, as a sequence to the preceding remarks on overseas transport, to remark that the protection of trade routes between the mother country and the dominions beyond the seas constitutes an essential duty, in the performance of which duty, especially in portions of the world, the Government is concerned, and that the colonies may render valuable service. Such a policy in no way infringes the fundamental condition that supremacy at sea ultimately depends upon battle fleets, while it recognizes the fact which past struggles have demonstrated, that behind and beyond the work of battle fleets lies the need for adequate protection of commerce and communications. Moreover, it leaves colonies and dominions free to enter into making arrangements for the execution of that portion of the general scheme of defence which they may undertake.

"At present the mother country alone possesses experience and means of manufacturing warships and armaments, so that gradual developments, requiring time and experience, will be necessary before the colonies can become self-supporting in these respects should they desire to do so. On the side of personnel and its training also the Royal Navy must be the great school for all parts of the empire. Finally the full utilization of Imperial defensive forces demands the existence of a complete understanding and the pre-arrangement of a common plan of campaign. In order to meet this essen-

THE RACES IN THE AIR.

Fine Weather at Rheims For Fifth Day of Contests.

Latham First Soarer—He Reached a Great Height.

Saturday's Flight For the International Cup Will Be Interesting.

Betheny Aviation Field, Rheims, Aug. 30.—The fifth day of aviation work was ushered in with ideal weather conditions. The light airs and over-cast sky brought the flyers out early, and before noon less than a dozen machines, like huge gulls, were circling above the plains. The programme to-day includes the continuation of the trials for the Grand Prix de Lachampagne, the endurance test, the lap event, the speed event, a race between dirigible balloons, and a landing competition for spherical balloons.

Latham, in a beautiful monoplane, was the first aviator to get away. He announced his intention to make a genuine effort to beat Paulham's great record for endurance prize, made yesterday, 2 hours 55 minutes and 34 seconds. Latham started flying at a great height—Sommer, Cockburn, Buncan-Vanilla, Delagrangre and Glenn H. Curtiss followed Latham into the air.

The flight was a success, the flights were witnessed when Delagrangre, flying low, started to overtake Latham, who was still high in the air. There was a pretty race for four miles and Delagrangre was overhauling Latham when he was compelled to land.

Latham, after covering 43.47 kilometres (43.47 miles), was obliged to descend on account of trouble with his ignition engine, but ten minutes later he was in the air again with another machine.

Curtiss declared that he did not wish his machine this morning in the continuation of the speed lap trials, but he doubts whether he can beat his time of yesterday. Brierot, therefore, will be the winner on form if he can go the distance.

LEGS BROKEN.

Man Trying to Recover Balance Victim of Accident.

New York, Aug. 30.—When Frederick Stockholm, an engineer in the employ of the Otis Elevator Co., of Yonkers, suddenly fell beneath a desk at which he had been standing yesterday, those who had thought he had fainted and had run to aid him, found, to their amazement, that both his legs were broken.

At St. John's Hospital, in Yonkers, he was said to be one of those rare cases in which a person's limbs are snapped like toothpicks by the mere contraction of the muscles.

Stockholm, who is a giant in stature, was looking over some plans on the high desk and was leaning heavily on his right hand, when a slip of the edge of the desk, and a sudden and sudden movement to regain his balance, the man came down heavily on his feet, the muscular strain breaking both right and left femurs—the former a few inches above the knee, and the latter close to the hip.

Stockholm is 65 years old, but was reported to be doing fairly well last night. The attending physician said it was one of the most unusual and interesting cases he had ever observed.

PARENTS AT WORK.

Infants Alene Saw Little Brother in Death Agony.

Buffalo dispatch: Louis Musinski, 5 years old, of No. 67 Krupp street, died yesterday afternoon of pneumonia and as no physician had attended the child Medical Examiner Danser was called to investigate. The father and mother were at work at the time, Dr. Danser learned, and three babies, younger than the dead child, were in the house, and their brother when he died. Their screams as they watched the death agony attracted neighbors who came and called Dr. Danser. The parents had treated the child with remedies of their own.

ROADS FOR AUTOS.

Other Traffic Will Have to Pay For Use Thereof.

London, Aug. 30.—In the House of Commons to-night David Lloyd-George, Chancellor of the Exchequer, introduced what he briefly called the "development bill." It empowers the Government to make grants for agriculture, rural industries, transport harbors and similar enterprises. Among the most striking features of the bill is one which bestows authority on the Government to acquire land compulsorily and make roads, on which there will be no speed limit, especially for automobile traffic. Other traffic on these roads will have to pay a charge for the use thereof.

BRITISH CRUISER SQUADRON

Will Probably Visit Halifax in Near Future.

Halifax, Aug. 30.—Within a few months a British fleet will be seen in Halifax. An armored cruiser squadron of four ships is going to New York, for the Hudson-Fulton celebration there, and while nothing official has been received in Halifax, it is expected that these ships will call at this port before returning. It is now two years since there was a fleet here, the last occasion being when Rear-Admiral Neville and the second cruiser squadron spent ten days in the harbor, returning from the Jamestown exhibition.

IN FAVOR OF MEN.

Cancellation Board's Report on Fort William Strike Presented.

Ottawa dispatch: Mr. F. A. Acland, Deputy Minister of Labor, has submitted to the Minister the award of the Conciliation Board appointed under the Lethbridge act to deal with the strike at Fort William. While the report itself has not been made public, it is understood to be a unanimous finding in favor of the men. It is understood that the company will increase the present rate of wages in accordance with the award.

LATHAM'S GREAT TRIUMPH.

French Aviator Creates World's Records for Distance and Speed.

Betheny, Aviation Field, Rheims, Aug. 30.—Hubert Latham, the French aviator, to-day took glorious revenge for the hard luck which he experienced in his recent attempt to cross the English Channel, by establishing a new world's record for distance—95.88 miles. Latham covered the distance in 2 hours, 18 minutes, 9.35 seconds, which is also a world's record, the flight being at the rate of about 68 1/2 kilometres per hour, as compared with 53 1/2 made by Wright, at Lensens, and a fraction under 50 made by Paulham yesterday.

Except for one lap speed records in the air, Latham now holds every record for distance and speed. He demonstrated this when the gasoline tank was empty.

In grave of lines no other aeroplane here compares with Latham's monoplane. The long ski-like body with its slightly tilted planes when sailing high up in the air look like a mammoth dragon fly. For an hour with fluttering wings it fought its way against a storm of wind and rain at an average height of 150 feet, mounting as the wind rose, until it was fully 300 feet.

Most delicious pickle

Mixture

PARKE

Canada

the latest

Fly Pads

ANNY

Umbrella

Monday

COMPETE

MAIL

and

Ask

THE

chips