

England Bids For Speed Honors With Sea's Newest Passenger Super Liner

WILL BE CHRISTENED BY
QUEEN MARY

"Princess Elizabeth" Is
Name Chosen For Huge
Craft.

(By Central Press Canadian)

Glasgow, Scotland. — Wednesday, September 26, will be a red-letter day in the lives of the residents of Clydebank on the River Clyde, most famous river in all Scotland.

On that day, in the presence of the rest of England's royal family and thousands of business notables, Her Majesty, Queen Mary, will break a bottle of champagne over the stern of a mysterious super-liner, known for three years as "No 534," and christen it Princess Elizabeth after her favorite grandchild.

Down the greased planks of the sliding ways, the 73,000-ton steel monster, released by the great steel launching triggers, will move towards the Clyde. Hydraulic rams at the bow of the ship will accelerate the movement with a 500-ton push.

Largest For Clyde

The Clyde has been the world's greatest shipbuilding centre for centuries. But its murky waters never before have floated a liner as long as this 1,018-foot craft.

For three years, industrious Glasgow shipbuilders have been swarming over the great hulk. Back in 1929, a large steamship company decided its fleet needed a new liner, big and fast enough to virtually dominate the north Atlantic passenger traffic. Germany and Italy had poured millions in government subsidies into crack liners for their merchant marines, the propellers of which twirled rings around the slower vessels of other nations.

When French shipyards laid the keel of the 68,000-ton Normandie to give the tricolor a slice of the tourist trade, British shipmasters hesitated no longer.

A cool \$30,000,000 was to be the cost of the new ship. "Make it big and long," thundered the ship company directors. And immediately marine engineers set to work.

More than \$100,000 was spent in setting up tiny models to work out the construction problems never before encountered. Stress and strain for the giant liner had to be calculated. What would happen if a gigantic wave hit the 1,018-foot long vessel? What kind of screws were needed? New problems as to the size of power units, propellers and rudders had to be computed before actual work began on the monster. With a \$30,000,000 stake, there could be no compromise with error.

Deepen Channel

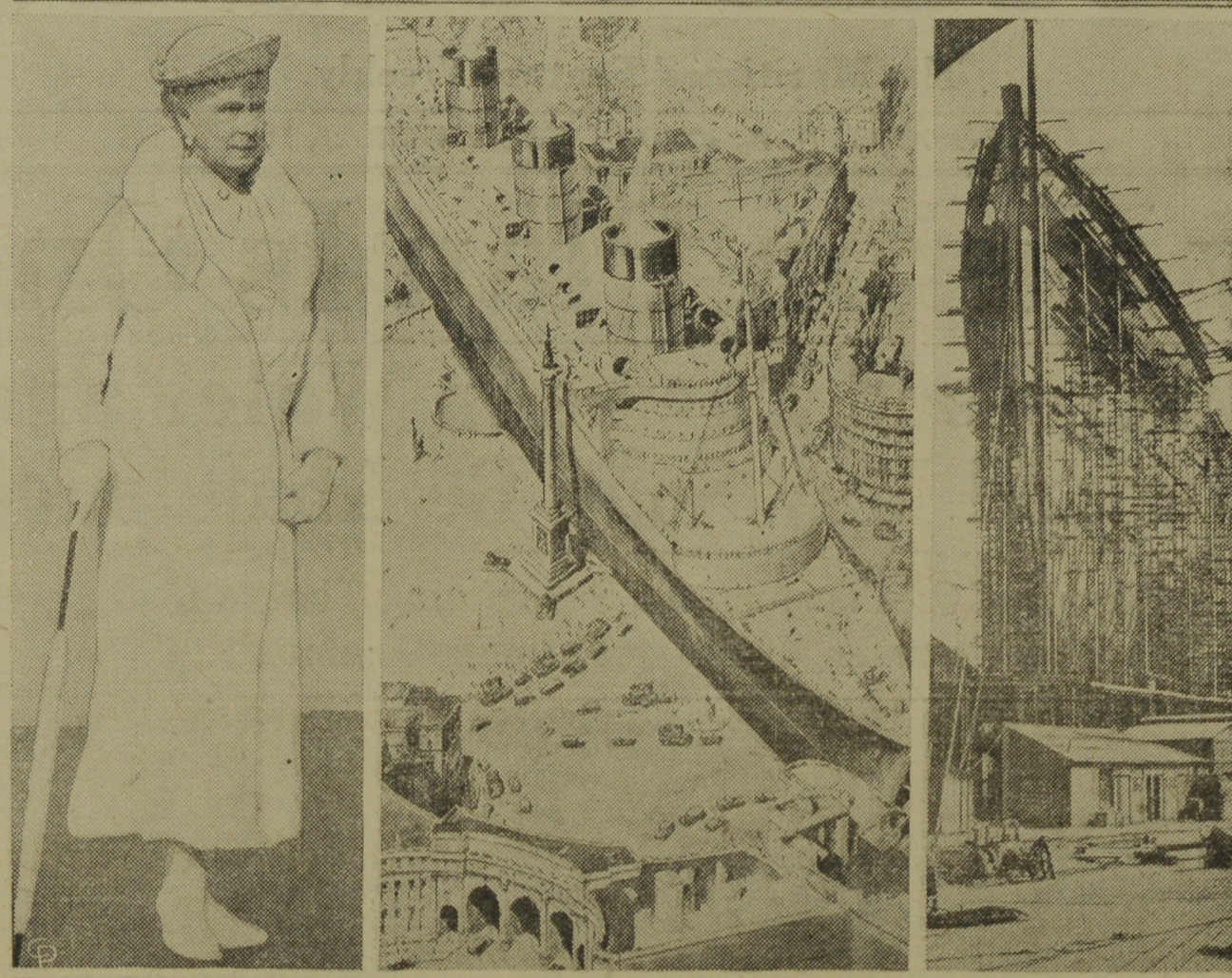
Piers had to be lengthened. More than \$400,000 was spent by Clyde River authorities to deepen the channel. Work was put under way for a new dry-dock large enough to handle the completed liner. Construction moved rapidly, with more than 5,000 working on the giant keel and 20,000 others in various sections of the country manufacturing parts and fittings.

Then came the depression and in 1931 activity stopped. The company's coffers were bare. Passenger revenue had declined so enormously that, in two years, a deficit of \$8,000,000 occurred.

Then with the return of the Tories to power, Neville Chamberlain, chancellor of the exchequer, announced the government would lend \$12,800,000 to complete the vessel.

It was sweet music to Glasgow's

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England's newest bid for queenship of the oceans will be named for England's sweetheart, Princess Elizabeth. Until her launching day she will be known officially by the name to which she has always been referred, No. 534. QUEEN MARY shown at the left, will do the christening with the royal family and hundreds of

spectators present. An artist's conception of the terrific bulk of the monster is presented in the centre. With the bow cutting into Whitehall across Trafalgar Square, the stern touches Garrick Theatre, 1,020 feet away. Nelson's monument, 135 feet high, shrinks into nothingness compared to the towering hull. An end view of the vessel's bow is given at the right.

A Deep Sense of Injustice Smoulders in the Maritimes

By ALFRED CHILTON BLAIR

(Continued from last week)

If it were possible to secure complete restitution, retroactively, for all losses sustained owing to inequitable treatment relating to demonstrable "Rights" during the past half century, would not these provinces occupy today a position, facile princes, with respect to financial standing, unchallengeably superior to any other portion of the Dominion? Surely, it is highly essential that heroic efforts should be made to combat any leanings toward secession or disruptive tendencies, by correcting and removing the provoking causes.

Observe the Duncan Report—with what tardiness and with what obvious incompleteness has even that modest measure of simple, embryonic justice been implemented, notwithstanding that it was, and is, merely a partial presentation of full Maritime just claims, which have been systematically and exasperatingly evaded and ignored.

The history of Confederation, ab initio, has been replete, in so far as this section is concerned, in paralyzing wrongs dealt to a much chastened, long-suffering people.

And yet, forsooth, the Maritime people are gravely advised to explain their obscure "grievances" and "claims," which, however, are neither occult nor unsearchable, but on the contrary, palpably plain to the most obtuse intellect, so that he that runs may read. Something else though is shrouded in inscrutability. This implied accusation covers subterranean methods and sophistries which these provinces have had to contend against during past half dozen decades or longer.

Much invites searching enquiry and probing which might introduce consternation in minds of many. Perchance some day lurid light may make it possible to disclose hidden occurrences now visible only as through a glass darkly.

May it not be hazardous to anticipate with composure a favorable outcome to a projected or possible appeal to the Privy Council in London? People of the Maritime Provinces may feel that their claims are so obviously plain that they repose upon impregnable bases. Nevertheless, it will hardly be denied that however just and incontrovertible they are, it remains that justice and rigid interpretation of law are not always seen as synonymous terms. Have they not indeed at times, been revealed in diametrical opposition to each other? In this connection it may not be altogether amiss to quote at random a description concerning equity. Equity has been thus described as "natural justice." Again as, "impartial justice"; again as "Christianity enforcing justice and equity"; and yet again as, "law and justice are two things which God hath joined together, but which man hath put asunder."

So, then, an authority states that though law and justice have been Divinely placed in complete harmony, man has done violence, at times, to the superior element in that union!

Wherefore it behooves the Maritime people, in event of smug complacency having administered to it a rough jolt, by possible rendering of adverse judgment—if ever the matter of Maritime "Rights" should be presented before the Privy Council—to be prepared promptly to adopt other "resources of civilization" in achievement of the objective and the vindication of these unshrinkable "claims."

Taking a backward look there may be observed an arresting spectacle, a constant procession of young men departing from these provinces. Perceiving no sufficient scope for exercise of their undeveloped talents or genius in their stationary or non-progressing homeland they went forth, far afield, even under alien flags, in great numbers, attaining

in many instances, distinction. Their name is legion. They have shone in Church and State; in literature (prose and verse); in science and art; in finance and commerce; in medicine and law, etc. Great universities and colleges can attest to the fact. They contributed substantially to adorning and enriching distant communities, and as a natural and inevitable sequence constituted the most valuable export as well as the most severe and irreplaceable loss of these provinces. What rebound of advantage accrued therefrom to this section of the Dominion? Must it be found in proud, if melancholy satisfaction that the taint of mediocrity can not be charged as characteristic of the people of these Maritime Provinces!

Yet looking forward may not a glowing picture still be contemplated confidently, if only our people will suitably visualize it, contingent upon emancipation from retarding and malign influences that have so long obtained, and the rending asunder of the fetters that have operated to lacerate and shrivel the body, commercial and industrial of these provinces, disheartening the people to grievous extent?

To that end shall there not be cessation of pilgrimages of pleading, supplicating terror? Have not delegations gone repeatedly to the Upper Provinces in the fond hope or firm belief that their appeal would be convincing and effective? With what result? To be received with marked urbanity, graciously assured of the sweet reasonableness of the arguments submitted, which would be accorded careful and favorable consideration finally feted and dismissed in benedictive terms! What has been the tangible result of the numerous visits? Is it manifested in counter appeals to purchase Canadian-made articles and patronize "home-made" goods? The irony of it! All and sundry are urged to insist upon

purchasing Canadian products and thus make it possible for the great factories in Upper Canada to extend and expand to still more impressive proportions; also to enable many new ones to appear! Incidentally, the people of these provinces are expected to recognize in their customary docile and apparently sangroid manner the exigencies of a situation operating so admirably toward further aggrandizement of Ontario and Quebec, while placidly accommodating themselves to the gratifying knowledge that at least they are not denied the privilege of increasing their purchases of "Canadian-made" goods, which being interpreted means, products of Ontario and Quebec! Do all the provinces from coast to coast subscribe to that creed and cordially approve thereof?

Reports from far and near tell of occurrences in the Dominion breathing discontent. In the distant West, a scathing utterance concerning plutocrats of Central Canada emanated from a person prominent in public life. It may be—and it may not be—quite in order to pass over all such incidents as merely transient and ephemeral outbursts. Smoke from smouldering embers, however, betokens presence of fire. This country prides itself in its democracy. Perchance careful observation may reveal that innumerable people are not devoid of apprehension in view of the ever increasing aggrandizement and methodical centralization of enormous wealth, power and influence in Central Canada, providing conditions conducive to the exercise of plutocratic or oligarchic supremacy and rule. Do not the colossal financial, commercial and manufacturing enterprises controlled by groups of outstanding magnates afford sufficient evidence of peril?

Reference has been made to the vast expenditures to facilitate and expediate development and progress in the immense territory formerly known as the "Great North West" toward which the Atlantic Provinces contributed their proportionate share. Everything was done to ensure prosperity in that portion of the Dominion, with the result that phenomenal advancement was abundantly in evidence. During the past two years or longer, however, the depression that has inundated the civilized world descended also upon the "Great West"—the prairie country. Due to various causes the tide of adversity operated rapidly and with extreme severity in that extensive section of the Dominion. The intensity and gravity of the distressing situation became plainly evident. A mighty call for succor was broadly trumpeted with such telling effect that the entire country stepped into the breach to render assistance in princely measure to a portion of the Canadian brotherhood in the time of their sore distress. The Maritimes as usual bear their share toward the end in view, which, assuredly is altogether right and proper.

Look now upon another picture. These Maritime Provinces, as already set forth, have been undergoing for not merely a brief two or three years, but for an extended stretch covering half a century and longer, a process, virtually, of strangulation, insidious and shrivelling in its pernicious course. Protests and appeals, not for application of charity in any form, but simply for demonstrably rudimentary justice and equitable treatment, calculated to remove the ills which have gradually and steadily sapped the strength and vitality of this section of the Dominion have been systematically ignored, evaded or disdainfully regarded.

Has the need of legitimate relief from obviously oppressive conditions been such as to be treated as safely negligible because of the ungainly form stretching across a prolonged and withering period of fifty and more years, instead of an abbreviated term of two or three years?

Suppose the situation had been

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