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y-One Years in the Public  
 ice--The Evening Telegram.

**Big Battleships Useless?**

**SUBMERSIBLE "EMDENS" IN THE NEXT NAVAL WAR—"DUD" U-BOAT CHIEFS.**

Are big battleships useless? The question has been a burning one recently, and the controversy has only been intensified as the result of the Admiralty decision to have searching inquiry before the next type of battleship is definitely fixed.

The claims of those who maintain the battleship to be the basis unit of naval power is seriously challenged in various quarters—naval and otherwise. Here are two typical opinions:—  
 Lord Fisher. — "Air-fighting dominates future war both by land and sea. It is not my business to discuss the land, but by sea the only way to avoid the air is to get under the water. . . . The whole Navy has to be scrapped."

Sir Percy Scott.—"If we are going to build battleships at the cost of £3,000,000 or £3,000,000 apiece we shall have to build nurses for them in the shape of destroyers. And we shall have to provide safe harbours in which to keep them. For if we do not, they will not be on the surface very long if there are submarines about."

"Had the Germans only had another 50 U-boats they would have been masters of the world. Had they had our officers on their U-boats the British fleet at Scapa Flow would have been destroyed. Our submarines had "dud" torpedoes; the German submarines had "dud" officers."

**What We Must Expect.**

Rear-Admiral Hall writes:—  
 "Everyone knows of the trouble caused us by the Emden on the outbreak of war.

"The difficulty in our next war will probably be to compete with a squadron of submersible Emdens already at sea.

"One cruiser or even two with each convoy will not be enough, for submarine cruisers will probably work in squadrons, and since a protected convoy is open to any form of attack, the convoy must expect to be shadowed until dark and then sunk out of hand.

"The problem confronting a decision on our naval policy may now be clearly restated. It is the protection of our sea communications, in the face of submarine cruisers, probably working in squadrons consisting of vessels with a sea endurance of 50,000 miles and six months' cruising capacity. The attacks may take place anywhere. We cannot expect to have as favourable position as in the last war, nor may we count on the assistance of many Allies."—Liverpool Weekly Post.

**Daring Robbery in Montreal.**

Montreal, Dec. 24.—Another daring house robbery was reported to the police at the Laurier Avenue police station last night by T. J. Duggan, of 146 St. Joseph Boulevard West.

Mr. Duggan reported that Mrs. Duggan had left her home for a few minutes and that when she returned she found that some one had entered the house and had barricaded the front door. She called for aid but the burglars had made their escape through the back door of the house with \$1,700 worth of goods.

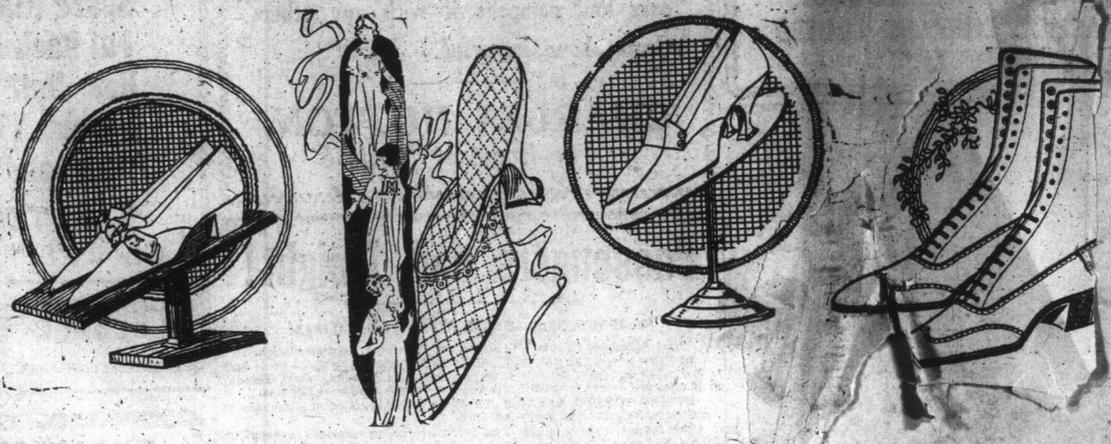
A necklace, a ring, a fur coat, and other articles were found to be missing. The burglars had gained admittance to the house by breaking the glass in the back door. This is the latest of a long list of robberies of similar nature which has been reported within a few weeks, to the police. In most cases the police have kept reports from the public whereas publicity would have served to warn householders of the danger of leaving homes unprotected.

**Coal Shortage Crisis Passed.**

Increased Production in Great Britain, France and Germany.

Paris, December 22.—A new coal agreement between Germany and the Allies to follow the Spa agreement, which terminates the end of January, has virtually been finished by the

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Ladies' Department.

Reparations Commission and already has received the approval of most of the countries concerned. Under the new agreement Germany must provide a minimum of two million tons monthly without any special compensation, as is the case with the Spa agreement.

France's share of this amount, which heretofore has been almost three-fourths, will be somewhat less, her share decreasing as the devastated mines of France are restored. The production from the French mines wrecked by the Germans has been increasing by almost 100,000 tons monthly.

The discussions of the Reparations Commission revealed it to be the opinion of the Allied coal experts that the coal shortage crisis of Europe definitely has passed, due partly to the increase of production in Great Britain, France and Germany, and also to the industrial depression

which has permitted the majority of European countries to conserve large stocks which will be available.

**Renown Awaited All.**

While the "Renown" waited by Sydney Heads, with the Prince of Wales on board, the Royal mail was carried from Port Augusta, in South Australia, across three states to Sydney by aeroplane. The actual flying time was 8h. 25m.; the first aeroplane left Port Augusta at 7.45 a.m., and the second, which took on the mails at Coozemundra, Victoria, reached Sydney at 3.25 p.m. The machine's employees were two de Havillands with 400 horse-power Liberty engines. Every phase of this day's aerial flight was known on board the "Renown" and those responsible for the aerial experiment, which saved a long delay in the arrival of the Royal mail, received tokens of the Prince's gratitude. Less dramatic but equally dashing

was the swift pursuit of the "Renown" by the Prime Minister, Mr. Hughes, who summoned a naval launch and raced down the harbor to give the Prince a last message from Australia. When the little launch reached the big warship it was at first unnoticed, but responding to the driving power of the Prime Minister, it impulsively rammed the "Renown," throwing the Prime Minister and his staff to the deck of the launch but attracting the attention of the Prince. A grave inquiry as to the damage caused by the ramming of the "Renown" was made in the federal Parliament and was heartily enjoyed by the representatives. It is hard to say whether the launch or the planes achieved the most fame! "Renown," however, awaited all.

**BIG DOLLS** as big as children. Regular \$5.00 each, now only \$3.50. **J. M. RYAN SUPPLY CO., 227 Theatre Hill.**  
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**Electricity Makes Steam in This Car.**

From Johnstown, Pa., comes word of the invention of a steam automobile so arranged that the operator need only to turn an electric switch and in a few minutes sufficient steam is generated to run the car. After that the steam is kept up automatically throughout the day. It is stated the radiator need be filled only once a week with water. The engine is of a four-cylinder compound type and will generate approximately 70 horse-power.

The car will be equipped with a clutch and a transmission which will give the highest rate of speed, and it will also be equipped with steam brakes, steam operated tire pump and steam radiators for inside the car, etc. This car, it is said, can be operated at a cost of about a dollar for 80 miles, this being spent for oil

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**"REGULAR FELLERS"**



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By GENE BYRNE