POOR DOCUMENT

SATURDAY

The A Star

SUPPLEMENT.

ST. JOHN, N. B., SATURDAY JANUARY 26, 1907

CLAIMS THAT ENGLAND FEARS GERMAN INVASION

Paris Paper Asserts That This Feeling Promoted the Alliance With France—M. Briand and the Hungry Calf

PARIS, Jan. 26.—A good story is being told in which M. Briand, the minister of education, who has on more than one occasion justified his reputation as far a master of irony is concerned. The story relates that M. Briand received the following telegram from the prefect of a southern department:

"Most upset. Have found in the seminary from which inmates just expelled a calf and two pigs. How feed them?"

Promptly the minister sent back the following reply:

"Your uneasiness serious matter understood. Try find in department enough food for pigs and calf. If unable eat them."

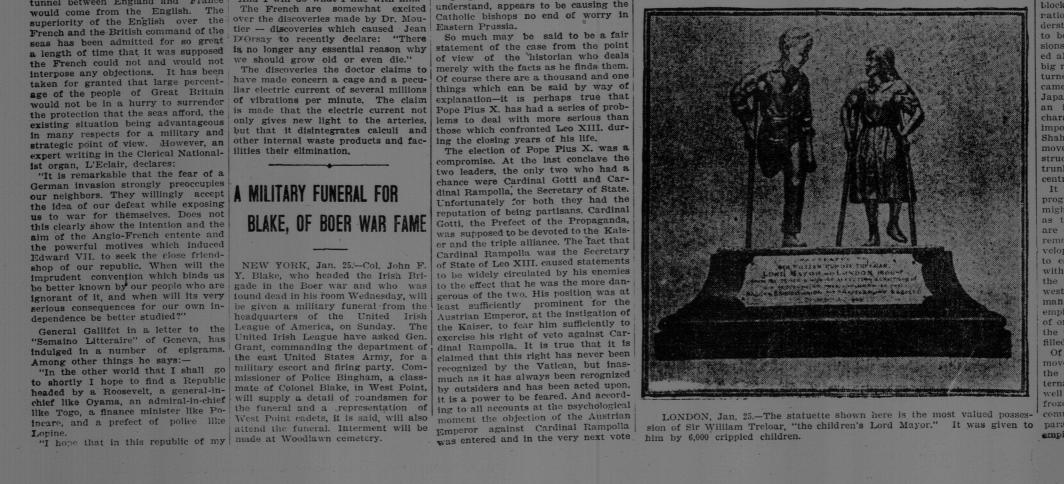
It is now more than whispered that there was quite a lively scene the other day when M. Caillaux, the minister of finance, presented himself at a meeting of the senate's budget committee and announced he would not accept in the name of the government any of its proposed modifications of this year's estimates. M. Gagnin, the president, exclaimed that all that remained of M. Caillaux to do was to get M. Failieres to sign a decree for the suppression of the senate, while M. Rouvier cried that such a tone had not been used by any minister in addressing Republicans since the Seize Mai. And in political circles it is quite generally believed that the end is not yet.

In government circles the prospect of debt.

HIRAM MAXIM, MAKER OF GUNS, IS TRYING TO BUILD AN AIRSHIP



LONDON, Jan. 25.—A snapshot showing Sir Hiram Maxim, the famous in ventor of the quick-firing gun, in his workshop, where he is now working on the model of a machine which he ex pects to solve the problem of aerial



DEVELOPMENT OF WONDERFUL RAILWAY SYSTEM IN EAST.

Great Work Now Under Way Which Will Form a Network of Rails Through Manchuria and Other Sections.

TOKIO, Jan. 25.—It is interesting to note that the railway extensions projected by the Japanese through Manchuria for which expenditures running up to more than 300,000,000 yen have already been arranged are only the beginning of a vast system of railways which will, in the not distant future, plant the great Siberian Railroad of Russia. The Japanese will look after the Manchurian and the Chinese branches of this system, but the Indian branches and some of the Afghanistan lines will be to a large extent under British control. French capital is to fill in the gap in the vicinity of Persia and Tibet while German energy and German enterprise will become responsible for the lines to the south of the Caspian Sea and the Black Sea and on to Constantinople. From Constantinople lines will be developed through the Balkan States, the methods and in all probability the routes of the Orient Express being followed in a large measure. Swift connections will be made with Vienna, Berlin, Parls and London, and it is hoped that eventually British military prejudices can be won over to a point where permission will be given for a tunnel under the English Channel between Great Britain and France so that it will be possible to travel without change of cars from London to the Orient and the western she is of the Chinese Sea.

Thus plan which was originally laid out by an American named Crater is said by engineers to be less daring than and ture of some of these plans and is present that the rough fash and prance of the Rossian and Japan. Though the Russian dout by an American named Crater is said by engineers to be less daring than and ture of some of these plans and is present of the some of these plans and is present that the only reason than and prance of the case of the plant of the case of the south of the case of t

out by an American named Crater is said by engineers to be less daring than the Cape to Cairo Road at the time of its inception. When Crater first ap-

BRING A BRIDE TO THE UNITED STATES



BERLIN, Jan. 25.—This is the latest photo of the Kaiser and one of which he is particularly fond. He sent a signed copy of it to the United States Ambassador at Berlin, Mr. Charlemagne Tower.

Ambassador at Berlin, Mr. Charlemagne Tower.

| Description | Paris he found his plans blocked by a play of world wide international forces which he could not understand. His chief trouble appeared to be in getting the Persian concessions. Russian interests finally blocked all Persian franchises—there was a big row in Paris and Crater finally returned to California in disgust. Then came the war between Russia and Japan, and of course the execution of an international enterprise of this character became a matter of absolute impossibility. The recent death of the Shah of Persia, will, it is believed, remove all obstacles towards the construction of the central section of the trunk line through the southern and central portions of Asia.

It should be remembered that the programme is not so stupendous as might appear at first thought. So far as the East Indian railway systems are concerned, it is only necessary to remember that they are fairly well developed and that it would be difficult to establish connections to the north with a line of this character. With the Japanese pushing on towards the west of Manchuria and with the Germans pushing cast through the Turkish empire it would appear to be a matter of only a few years before the gaps in the undertaking would be pretty well filled.

Of course the significance of the movement lies in the fact that once the railway is completed by this international chain Russia will be pretty well filled.

Of course the significance of the movement lies in the fact that once the railway is completed by this international chain Russia will be pretty well penned up for all time in the frozen north. From a military and commercial point of view of course this paralleiling of the Siberian Railway empire penned up in the fee-locked har-