

WINTER FAIR AT AMHERST IN FULL SWING

Prominent Men of the Three Provinces Present—R. A. Snowball Captures Short-horn Championship.

Amherst, N. S., Dec. 2.—The Maritime Winter Fair is already in full swing with a large attendance from all parts of the maritime provinces. Col. H. Montgomery Campbell, the energetic president of the Maritime Live Stock Association, is certainly to be congratulated upon the manner in which he and his executive officers have arranged the machinery of the organization.

The judging of beef cattle was begun at 10 o'clock and was followed with some interest all day. M. J. O'Brien's magnificent silver cup was captured this year by R. A. Snowball, of Chatham. This was for the champion animal in the Short-horn class.

At 5 o'clock this evening the commissioners entertained at a large number of guests. Prominent among the guests were Premier Fleming of New Brunswick, Premier Matheson of P. E. Island; Chief Justice Fitzgibbon of N. S.; Messrs. Jones and Murray, M. P.'s for Kings (N. S.), and a number of other prominent public men of the three provinces. Short addresses were given at the banquet by Premiers Fleming, Matheson and Murray and others. Much regret was expressed that the illustrious Lieutenant-Governor Wood prevented him from being present.

The evening meeting was largely attended and was presided at by Colonel Montgomery Campbell. Addresses of welcome were given by Mayor Page, Warden Purdy and C. S. Sutherland, president of the board of trade. The addresses were responded to by the three premiers of the maritime provinces. Other speakers were: Chief Justice Fitzgibbon, of P. E. Island; Hon. J. T. Daniels, of Nova Scotia, and J. A. Murray, M. P. for Kings. There was a happy hour spent, unity and optimism running through all the speeches and one and all emphasized the fact that there were better days coming for the maritime provinces.

Tomorrow the three premiers of the province will hold a conference and will discuss the question of maritime representation at Ottawa and a number of other matters of importance to the maritime provinces.

The New Brunswick government has an excellent exhibit of fruit on view, which is attracting marked attention.

SERIOUS DELAY FOR THIS PORT

(Continued from page 1.)

Bay in connection with the wharves and other work under construction would have commenced long before this. The present delay is due to the fact that the government has adopted a different course, and it was announced some time ago that on Nov. 20 last they were to begin themselves operating the wharves on a trial basis. This course was given a tri-weekly service. This course was given a tri-weekly service. This course was given a tri-weekly service.

"What probably would be a better course for the government is to build them, and rent them on the same terms as wharves are to be rented on a part of the Transcontinental system. This improvement should have been completed before this, and any longer delay will necessarily prove of great disadvantage to the port."

"I would suggest," added Dr. Pugsley, "that the city council take up the matter at once and press it earnestly upon the attention of the government. Any assistance which I can render will be cheerfully given. It must not be overlooked that there is a great deal of work to be done and it cannot be commenced too soon. At present there is only one track leading from the intercolonial along the west shore of Courtney Bay, while dozens of tracks will be necessary to accommodate the large traffic which will come here when the Grand Trunk Pacific begins to operate the Transcontinental. There should also be one or more tracks laid down, and one at shore connecting the intercolonial with the dock now under construction, and also the ship repairing plant, to be built in connection with it. There must be a large elevator, an up-to-date immigration office, warehouses, and other buildings, all of which will necessarily take some years to complete."

Should Be Watched.

In reply to a question with regard to the running rights of the C. P. R. over the intercolonial from St. John to Halifax, Dr. Pugsley said that he knew nothing with regard to the matter. "I have heard the rumors," he said, "that are going the rounds. I do not think that the people of St. John are opposed to the giving of running rights to the C. P. R. and I am very glad that they should be manifestly unfair to make the terms such as would be unjust to the port of St. John, and deprive it of the advantages of the geographic position. The matter should be watched very carefully by the people of St. John, and I think that they should know what the proposed terms are before they are generally agreed upon."

"I had pleasure when in Montreal," Dr. Pugsley concluded, "in meeting Dr. Lorne MacGibbon, the president of the Atlantic Refractories Company, and he assured me that the stock of the company had all been underwritten, and that there would be no unnecessary delay in proceeding with the work. He also told me that the deposit of \$100,000 would be lodged with the city council early this week. I am very glad that that agreement was made, and I trust that the project which resulted under an agreement made with the government while I was minister of public works, is now to be an immediate reality, and must prove of great benefit to the city."

ALBERT FOREST FIRE INQUIRY

Hopewell Hill, N. B., Dec. 2.—(Special)—The investigation into the origin of the destructive fire at Salem, Albert county, was resumed today before Magistrate J. E. Rogers. It was determined to adjourn Dec. 30 to allow the parties implicated to be in attendance with what explanation they might have to present in regard to their action in setting forest fires.

Four witnesses were examined today but nothing additional of importance was forthcoming.

Archbishop McNeill's Installation

Toronto, Dec. 2.—The installation of Archbishop McNeill will take place in St. Michael's Cathedral, Vancouver, on the 10th inst.

The archbishop was ordained priest on April 12, 1879, and was consecrated Bishop of St. George, Newfoundland, at Antigonish (N. S.) on Oct. 20, 1895. He took possession of the See of Vancouver on Feb. 14, 1919.

Nova Scotian Suicides in Manitoba

Dugal, Man., Dec. 5.—Walter Lewis committed suicide by hanging himself on the farm of the American Land Company here today. He was a young man and came from Nova Scotia, where his people live. He was said to be of despondent mind, and it is believed that he was the cause of his act.

Wreck Commissioner in Judgment on Stranding of Two Steamers, Suspends One Captain and Censures Another

Quebec, Dec. 5.—Judgment was rendered in the cases of the stranding of the steamers Belona and Gladstone, in the wreck commissioner's court tonight.

In the case of the Belona, which ran ashore in the Upper Traverse on Oct. 31 last, Pilot A. Larocheville, Jr., license is cancelled, and Captain Cunningham is censured and his certificate suspended for three months from date. First Officer White is also censured.

In the case of the Gladstone, which was stranded on Nov. 6 at St. Lawrence Island, Orleans, Pilot J. A. Dupin's license is cancelled, and Captain Jones is censured and a recommendation will be made to the Norwegian government regarding the certificate.

Canada and The News

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A DEADLY BLOW AT A CANADIAN NAVY

Borden's Naval Aid Not Enough

Toronto Globe Declares Canada Should Man the Dreadnaughts

Not Worthy of a Great Dominion to Saddle the Expense of Maintaining These Great Battleships on the Shoulders of the British Taxpayers.

Special to The Telegraph.

Toronto, Dec. 5.—The Globe in an editorial under the heading of "A half century of tribute" says well in part tomorrow:

"Mr. Borden has dealt a deadly blow at the principle of a Canadian naval defence force. His policy, as announced in the house of commons today, was a policy of tribute. Forgotten are his fervent words of March, 1909, in favor of a Canadian navy, forgotten are his expressions of national pride, as he joined Mr. Foster upon that occasion urging that Canadian manhood as well as Canadian money should be devoted to the safeguarding of the empire at sea."

"Today he offers Britain the price of three dreadnaughts, but not a sailor to man them. So long as the Borden dreadnaughts remain in British waters every man on board must be paid the wages out of the British treasury and every round of ammunition must be supplied by the British taxpayers. Only in the event of Canada recalling the ships to form the nucleus of a Canadian unit stationed in Canadian waters will Canada pay for the manning and maintenance of the vessels. Grandiloquent words are to bear 'historic names associated with this country.'"

"Side by side with the ships built by Canada and maintained by British taxpayers, owned and maintained by the overseas commonwealth that has resolved to buy her own flag, at her own cost over her own ships."

Hiring Defense.

"Mr. Borden's argument carried to its logical conclusion would detach Canadian autonomy and carry us back to the days when the colonies paid the shot and the iron in Downing street managed the overseas dominions as it pleased them. If Canada is to forsake active participation in her own naval defence policy, it is to be done by an overseas power, even by a stipulated gift of money at stated intervals—why not also hire her land defenses?"

"Why labor to build up a national navy when Britain has experts who have been for centuries building up her splendid public services at our command if we will but put ourselves in their hands—and pay?"

"Mr. Borden takes too mean a view of Canada's destiny. In an emergency he would like to see Sir Wilfrid Laurier indicated, still as a matter of doubt—and if Canada is to contribute at once \$50,000,000 for the construction of three dreadnaughts, the ships should be built to the order of Canada, they should fly the flag of the Canadian navy service, and they should be maintained, whether in the North Sea or on this side of the Atlantic, by the people of Canada. Only in that way can the dominion do her duty to the empire and to herself. Only in that way can Canadians show themselves worthy of the great traditions of the Anglo-Saxon and Norman ancestors."

"Mr. Borden and his supporters stand for a vote of \$50,000,000 for the building of dreadnaughts to be maintained by the British taxpayers. Let Liberals show their devotion to the empire and to Canadian autonomy by demanding that Canada shall maintain as well as build the ships, and by declaring that when they are built they will be kept by Canada in the North Sea or the Atlantic, or wherever the admiralty address the parliament of Canada they will most effectively aid in upholding the flag of the united empire."

"Mr. Borden proposes tribute, not a partnership. Liberalism can have no part in a policy that Australia long ago found inconsistent with the self-respect of a great free-soil governing state."

"Dreadnaughts, if you will Mr. Borden, but dreadnaughts the maintenance of which will not add to the great burden on the shoulders of the British taxpayers."

BRIDGE AT FALLS STILL FAR AWAY

Government Opens Tenders for Substructure, But Takes No Action

BISHOP UNDER KNIFE

Rev. Mr. Richardson Operated On for Appendicitis and is Reported to Be Doing Well—New R. C. R. Commandant Arrives—Other News of Fredericton.

Special to The Telegraph.

Fredericton, N. B., Dec. 5.—Five tenders for the sub-structure of the new bridge at the reverend falls at St. John have been received by the provincial department of public works. The cost of the work is to be about \$40,000. Chief Commissioner John Morrissey returned to Newcastle this evening. Before leaving he said that the contract had not yet been awarded.

Major A. C. Hamilton Gray, who succeeds Mayor J. D. Dool as officer commanding No. 3 regimental depot, Royal Canadian Regiment, was tendered a dinner at the officers' mess tonight.

Major and Mrs. Taylor arrived from St. John this morning and officiated at the opening of the Salvation Army Choral Society. A large number of prominent citizens took part. The choral has been undergoing extensive repairs during the past few weeks.

George W. Dibbles, chairman of the transportation committee of the board of trade, has called the attention of O. S. Crowder, M. P., to the fact that the department of Fredericton desire connection in Newfoundland between J. C. R. and N. T. R. trains. Divisional Engineer C. O. Fox, of the National Transcontinental railway, has been approached concerning the same matter, but has referred Mr. Dibbles to Engineer MacPherson, who has charge of the operation of the railway. Mr. Dibbles has also called attention to the fact that freight rates from Moncton, Chipman, Edmundston and other points on the N. T. railway to Fredericton are most excessive and should be reduced.

A meeting of the board of education was held this afternoon.

The morning G. W. Dickson, K. C., of Hampton, who has been a member of the Public Utilities Commission since its inception, was appointed chairman of the committee on the proposed development of the power of the St. John river, while A. B. Connel, K. C., of Woodstock, was appointed to the vacancy on the commission caused by the death of the late Colonel Vigne.

Mrs. Reid, wife of Duncan Reid, of Yorkville, died suddenly this morning. She was operated upon several weeks ago and was getting along nicely. Heart trouble was the cause of her death. She is survived by her husband and one child.

Major Hamilton Gray, the new commandant of the R. C. R., arrived this morning, accompanied by his wife.

Sergeant-Major God, of Quebec, who takes the place in the local corps vacated by Sergeant-Major Duncan, arrived this morning.

Chief of Police McCollum has placed the slot machine under the ban. In going his rounds yesterday he found several in use and ordered their removal.

Bishop Richardson was operated upon at his home this morning for appendicitis.

The operation was performed by Doctors Weaver, Yawart, and Wainwright, and was the result of an attack of several weeks ago.

The appendix was found to contain foreign matter, and was much congested. The operation was entirely successful, and this evening His Lordship was resting easily.

LICENSES OF TWO ST. LAWRENCE PILOTS ORDERED CANCELLED

Quebec, Dec. 5.—Judgment was rendered in the cases of the stranding of the steamers Belona and Gladstone, in the wreck commissioner's court tonight.

In the case of the Belona, which ran ashore in the Upper Traverse on Oct. 31 last, Pilot A. Larocheville, Jr., license is cancelled, and Captain Cunningham is censured and his certificate suspended for three months from date. First Officer White is also censured.

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THREE DREADNAUGHTS IS BORDEN'S PROPOSAL

Premier Outlines Naval Aid Scheme to Cost Canada \$35,000,000

Declares the Dominion Cannot Hope Now or Half a Century From Now to Build Great Battleships—May be Able to Construct Smaller Craft—No Emergency Exists at Present, He Says—Sir Wilfrid Laurier Reserves Comment on Government's Policy Till Tuesday.

TEXT OF GOVERNMENT'S NAVAL AID BILL

Special to The Telegraph.

Ottawa, Dec. 5.—The following is the text of the Naval Bill: "His majesty with the advice and consent of the Senate and of the House of Commons of Canada enact:"

(1) That from the moneys of the consolidated fund there may be paid and applied a sum not exceeding \$35,000,000 for the purpose of increasing immediately the effective naval forces of the Empire.

(2) That the said moneys shall be expended under the direction of the governor-in-council in the construction and equipment of battleships or of armored cruisers of the most modern and most powerful type.

(3) That the said vessels, after they have been constructed and equipped, shall be placed by the governor-in-council at the disposal of his majesty for the use of the Dominion.

(4) That the said sum shall be paid, employed and applied and the vessels shall be constructed and placed at the disposal of his majesty subject to the terms, conditions and arrangements as may be entered into between the governor-in-council and the government of his majesty."

The bill was given its first reading and will probably come up for the second reading and debate on Tuesday next.

Special to The Telegraph.

Ottawa, Dec. 5.—Thirty-five million dollars for the construction of three super-dreadnaughts to be built in Britain by the admiralty and operated as part of British fleets, was the naval program launched in parliament today by Premier Borden.

Expectation of the announcement drew a great crowd to the commons chamber. Almost every member was in his seat, and the floor, in places of honor, were a number of distinguished people among them. Their Royal Highnesses the Duke of Devonshire, the Duke of Connaught who was not there, as in Canada he personates the king, and the Premier Borden had entered a sitting of the House of Commons at 10 o'clock.

Premier Borden read his speech, which had been carefully prepared, and the reading occupied just an hour and a quarter. The reading of the bill was interrupted by a fire in the gallery. The fire broke out in the gallery, and the reading was interrupted for some time. The fire was extinguished by the fire department.

The Premier expressed his "warm appreciation of the manner in which they were received by his majesty's government in England. He said that he was confident of their confidence on the great questions of foreign policy and of defence. He said that he would be glad to have the information at their disposal."

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Admiralty Memorandum.

"In the spring of the year 1910-16 Great Britain will have 25 Dreadnaught battle ships and two Lord Nelsons. Germany will have 17 Dreadnaught battle ships and two Lord Nelsons. France will have six battle cruisers. Germany will have six battle cruisers. The margins in new ships are sober and moderate. They are not on the side of excess. The reason they suffice for the present is that Great Britain possesses a pool superiority in battleships, and especially in the reserve of the pre-dreadnaught era. The reserve of strength will steadily diminish every year, actually, because the ships of which it is composed will be on the west coast of Europe, and ships are more powerful. It will diminish more rapidly if new construction in Germany is increased or accelerated. As this process continues, greater exertions will be required by the British Empire."

"Today Britain has 18 Dreadnaughts against 19 possessed by the other nations of Europe. In 1915 the comparative strength will be 24 to 21; in 1916, 33 to 24 and in 1915, 35 to 24."

"Larger margins of superiority at home," it states, "will be required to meet the movements of British squadrons on every sea and directly promote the security of the dominions. Anything which increases our margin in the present, which diminishes the strain and augments our security and our chance of being left unprotected."

"The further states: 'That any action on the part of Canada to increase the power and mobility of the imperial navy and thus widen the margin of our common safety would be recognized everywhere as a most significant witness to the united strength of the empire and to the renewed resolve of the overseas dominions to take their part in maintaining its integrity.'"

In regard to overseas waters, the memorandum says in part:

"At the present time and in the immediate future Great Britain still has the power of making special arrangements and mobilizing a portion of the reserves to send, without causing disaster at home, an effective fleet of battleships and cruisers to unite with the Royal Australian navy and the British squadrons in China and the Pacific, for the defence of British Columbia, Australia and New Zealand. And these communities are also protected and their interests safeguarded by the power and authority of Great Britain, so long as her naval strength is unbroken."

Moral Effect Great.

The final paragraph of the memorandum on which the premier mainly based his proposals was as follows:

"I am assured that his majesty's government will not hesitate to seek the house of commons for whatever provision the circumstances of each year may require. But the aid which Canada could give at the present time is not to be measured only in ships or money. Any action on the part of Canada to increase the power and mobility of the imperial navy and thus widen the margin of our common safety would be recognized everywhere as a most significant witness to the united strength of the empire and to the renewed resolve of the overseas dominions to take their part in maintaining its integrity."

(Continued on page 5, 6th column.)

TORY AXEMAN AFTER CAPTURE

Escaped Prisoner Recaptured—Valley Road After Farms in the Vicinity of Woodstock.

Woodstock, N. B., Dec. 5.—(Special)—The St. John No. 38 has elected the following officers for the ensuing year: A. W. Grant, W. M. E. Gerow, D. M.; Thomas McKinnay, financial secretary; Moses Moore, chaplain; J. H. Stairs, R. S.; Walter McKinlay, lecturer; W. J. McMullan, D. of G.

The St. John and Quebec railway are negotiating for the purchase of the Charles Smith farm. It is understood that Mr. Smith has submitted a price of \$30,000 for the property. The company will also buy the Charles Carman farm if a price can be agreed upon. Both places are near Woodstock and could be utilized by the railway to great advantage.

Miss Mae Clark, who has been the efficient operator in the Western Union Telegraph office here for nearly twenty years, will leave for the west on the 10th instant, where she will open and take charge of a new office for the C. P. R. near Sackville.

Charles Davis, who escaped from the county jail some weeks ago, was captured today by the police and will come up for a hearing before Police Magistrate Holyoke Saturday.

Mr. Knowles, the Tory axeman, held an investigation Tuesday at Bloomfield, the victim being John Carpenter, customs officer, whose chief offence is being a Liberal. No evidence whatever was brought out that showed him a partisan.

ONTARIO'S NIAGARA POWER MADE STILL CHEAPER

Toronto, Dec. 5.—Hon. Adam Beck, chairman of the Hydro-Electric Power Commission, announced today a new schedule of rates to be charged to the municipalities of Ontario, which means a saving of \$100,000,000 per year.

The schedule will take the place of the estimated reduction proposed some weeks ago, when the price of power to Toronto was lowered from \$18.50 to \$16.50 per horse-power. The new rates upon which horse-power bills will be based fixes the price to Toronto at \$10 per horse-power, and will mean a saving to the Toronto Hydro-Electric system of \$80,000,000 per year.

Digby Man Dies of Injuries

Digby, N. S., Dec. 5.—(Special)—John E. Roper, aged 19 years, who was caught in the machinery in H. T. Worne's mill at Hillgrove Tuesday, died today. He leaves his mother, four brothers and two sisters. The funeral will take place Sunday, interment in the St. Croix R. C. cemetery, Plympston.

GREECE HAS NOT SPLIT WITH ALLIES

FRANCE TO STAND BY ALLIANCES

Premier Poincare Makes Significant Statement of Country's Relations

COULD STARVE PARIS

Paris, Dec. 5.—That France in the present European crisis is working side by side with her ally Russia and her friend England, stands out clearly in the important address delivered by Premier Poincare to the committee on foreign affairs of the Chamber of Deputies today.

The French premier spoke some plain words on the European situation when he said to the deputies: "We stand by our allies."

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Why Greece Didn't Sign Armistice

Athens, Dec. 5.—It is officially announced that Greek plenipotentiaries will participate in the peace negotiations.

A semi-official statement, issued tonight, protests against interpreting the fact that Greece did not sign the armistice as proof that dissensions exist among the allies, and declares that it was by agreement with the Allies that Greece adopted an attitude different from that of the other states.

The explanation is given that Greece's course was due to the fact that the Allies had not been able to agree on the terms of the armistice, and that Greece's refusal to sign was a result of this.

Officials at both the state and navy departments were interested in reports from Constantinople that negotiations between Selig Bey, Turkish minister of marine, and the Argentine government, for the purchase of a powerful warship, had reached an advanced stage. It was pointed out that the delivery of a battleship to Turkey by Argentina during the present hostilities would be clearly in violation of international law. On the other hand, the United States might be brought into the international tangle since the only formidable warship which Argentina could put on the market was two Dreadnaughts, now under construction in American shipyards. These are the Moreno and the Rivadavia.

Belittles Greece's Part in the War.

London, Dec. 5.—The Belgrade correspondent of the Daily Telegraph in a despatch says:

"Little importance is attached here to Greece's unexplained failure to sign the armistice. The opinion is expressed that Greece will take no action during the interregnum and that she is incapable of any serious military action."

"Her part in the war on land is very trifling and the result might have been disastrous but for the extraordinary rapidity of the Serbian movement southward. Greece largely failed in the part assigned to her during the campaign and was even unable to advance on Saloniki until the Serbians established touch with her front lines, as they did not consider her seaworthy."

NEW YORK MARKET GARDNER TELLS OF SELLING BEANS AT 30 CENTS A BUSHEL, AND CONSUMER PAID SIXTEEN TIMES THAT PRICE FOR THEM.

New York, Dec. 5.—The reason for the high cost of living today is the private yachts, automobiles and country and city homes for members of the produce exchange for which the consumers and the producer pay," declared H. B. Fullerton, a Long Island gardener, to a conference of producers and consumers at the New York Board of Trade and Transportation today. He has been applauded as he accredited the trouble of both city dweller and farmer to the middleman.

The conference was called by John J. Diney, chairman of the state committee on co-operation of the New York State Agricultural Society.

"If we want to get a square deal for the farmer and another for the consumer," continued Mr. Fullerton, "we must eliminate the system which now prevails of letting a middleman skim all the cream off the produce. Over on Long Island this past season our boys got 45 cents a barrel for cauliflower. I followed that same cauliflower right down to Washington market and saw them selling in the stalls there at 25 cents a head."

Another grower told of selling beans for 30 cents a bushel and finding them in a city market, where they were sold at 15 cents a quart, or at the rate of \$4.80 a bushel.

MUTINY ON STMR. ROYAL GEORGE

Quebec, Dec. 5.—Troubles are by no means at an end for the steamship Royal George. Discussed by the chief engineer who declines to take risk of crossing the Atlantic in the injured ship, members of the crew have not been slow to follow his lead.

At a meeting of the seamen and firemen, held aboard the Royal George today, at which Captain Thompson was present, it was unanimously agreed by the men that they would not proceed to sea in the vessel, as they did not consider her seaworthy.

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