

# BRITAIN'S NAVAL POLICY DISTANCES ALL NATIONS

### Building Ships In Own Yards Faster Than Germany, England Will Still Retain Supremacy Of Seas—22 Dreadnoughts By Spring Of 1911—Colonies' Cruisers Included In List.

New York, Dec. 26.—The New York Herald's naval correspondent cables: It is expected that within the next few days a further series of contracts for new vessels for the British navy will be given out. These contracts should include four new Dreadnoughts, two of which are to be battle ships and two cruisers, and possibly the two new Dreadnought cruisers which are to be built in this country to the orders of the Australian Commonwealth and the Dominion of New Zealand.

Tenders for building the first four ships just mentioned were delivered at the Admiralty in November, each firm submitting a price for building a battleship and also a price for building a cruiser. The vessels in each case to be completed in all respects by the end of March, 1912. There is no doubt, either, that arrangements have already been entered into for the provision of important parts of the material, especially connected with the armament of these vessels, and it is anticipated that if the orders are placed before the end of December the ships will be laid down in January.

With regard to the design of these ships it is now clear that in all important respects the battle ships will follow that of the Orion, which has just been laid down at Portsmouth, and the cruisers that are to be laid down at Devonport. As regards the two colonial cruisers, the information at present is not so precise, and it is possible that they may be even superior to the Orion and armed with the 13.5-inch gun, a sufficient reserve of which will be provided by the time they are ready. If these new cruisers are to be ships their striking power will be enormously increased, the projectile of the new gun weighing 1,550 pounds and having a muzzle energy of nearly seventy thousand tons.

All "Made in England." The fact that the private yards in this country are ready to tender for just double the number of ships than the Admiralty is prepared to lay down should be surely a sufficient proof of the frequently repeated statement that Germany's naval shipbuilding resources have been so greatly improved that they are now equal, if not superior, to those of this country. When these contracts have been placed there will be not less than ten Dreadnoughts or super-Dreadnoughts building in this country, as well as a number of smaller cruisers.

In Germany there are at present only five Dreadnoughts or super-Dreadnoughts on the stocks. Moreover, it is known that if the Germans are able to obtain orders from either the Argentine Republic or Chile for ships of the Dreadnought type, they will have to place sub-contracts in England for the manufacture of the ships, if they are to deliver them by the specified time. On the other hand, the British contractors are ready to guarantee the supply of everything in this country and to deliver more quickly than their competitors and would-be rivals. And this, in spite of the fact that they are now taking contracts from the British Government under severe penalties for delay and at the same time fulfilling orders for Russia, Brazil, Japan and Spain.

It is interesting to note that the design of the new ships is the continued advance in protection, fighting increased fighting strength. The most striking fact in regard to the design of the new ships is the continued advance in protection, fighting increased fighting strength.

Johnson Celebrates Victory Over Burns. Negro Pugilist Central Figure In House Warming At Chicago—Coming Fight For San Francisco, He Says. Chicago, Ill., Dec. 26.—Jack Johnson, heavyweight pugilistic champion of the world, today celebrated the first anniversary of his accession to the title by a house-warming in the home he has presented to his mother. One year ago today Johnson knocked out Tommy Burns at Rueschetter's Bay, near Sydney, N.S.W., and won the world's title.

strength and propulsive power. There can be no question of the immense advantage of having experience with that vessel and with her sisters as indicated in many ways. It is now known that the German ships which have just been tried draw more water when fully equipped than was originally intended and that in many respects they have not come up to expectations. All nations have been taught in the advance of knowledge, none better than Great Britain, that it is not until after trial and test at sea that the best and worst points of a new design are discovered.

There is every reason to believe that the benefits of having a few Dreadnoughts in commission ahead of other nations has been incalculable. Some things have been omitted, others added, lessons with regard to strains and stresses have been taught, the disposition of the guns is being improved, new armor, new guns and new propelling machinery are being fitted. Perhaps as significant as anything are the increased dimensions of the new vessels. The Orion is more than fifty feet longer than the original Dreadnought between perpendiculars, and she will be more than six feet broader. The Lion is to be 170 feet longer and eight feet broader than the Invincible, the first of the cruising battleships. In the Orion and her sisters the increased displacement is put almost entirely into increased armor and armament, whereas not only does the Lion gain in fighting power, but her ordinary sea speed is to be 28 knots, and there can be no doubt that this will be exceeded. In other respects such as the anti-torpedo defence armament, the disposition and arrangement of the big guns, the pitch of the propellers and the installation of turbine machinery, there are many indications of progressive improvement due to the results obtained from actual tests at sea of the earlier vessels.

Ahead of Two Power Standard. It is interesting with the end of the year to look at the relative strength of the three most important sea powers as it stands now in complete Dreadnoughts and it should stand in two years' time, when all the vessels now in hand may be completed. At this moment Great Britain has four Dreadnought battleships and three Dreadnought cruisers completed and in commission, three battleships under trial, one battleship and one cruiser completing afloat, which will give her by the end of the year a complete fleet of 12 battleships and cruisers of the Dreadnought type.

Germany has now two Dreadnought battleships in commission but still undergoing trials. She has also five battleships and one cruiser completing afloat. This should give her by the end of the year a complete fleet of 12 battleships and cruisers of the Dreadnought type.

It will be seen that the two Dreadnoughts offered by the British colonies will have put this country three Dreadnoughts ahead of the two power standard instead of one, as would otherwise have been the case. In this calculation the British Lord Nelson and Agamemnon and the American Michigan and South Carolina are omitted although many people include these vessels among the Dreadnoughts.

DR. LYLE TO RETIRE FROM ACTIVE WORK. Hamilton, Ont. Dec. 26.—Rev. Dr. Lyle, pastor of Central Presbyterian church, and moderator of the Presbyterian General Synod, has announced that he will resign from his pastorate and religious active work in the ministry next June. He will in all probability, be succeeded by Rev. C. H. Sedgwick, associate pastor of Central. The doctor has been connected with this church for 32 years.

FRENCHWOMAN BURNED TO DEATH AT MONTREAL. Montreal, Dec. 26.—Mrs. Francois Bonducault, a French Canadian woman, living on Parker street, in the east end of the city, was burned to death on Saturday morning. The woman, who was preparing breakfast, left the

# IS ALFONSO OF SPAIN NOW NEARING END

### His Majesty's Departure For Andalusia Lends Color To Recent Rumors Regarding His Health.

### MOVING IN REFORM OF CONCORDAT

Madrid, Dec. 26.—King Alfonso is here today for Andalusia on a hunting trip.

Recent dispatches stated that the



KING ALFONSO.

condition of King Alfonso has created grave anxiety and that another operation is imperative. It was asserted that under the guise of departure on a hunting trip in Andalusia, the King would go to San Lúcar, where the operation would be performed.

Concordat's Reform. Madrid, Dec. 26.—Recently it was announced that the government intended to re-open negotiations with the Vatican for the reform of the Concordat of 1851 and that the modifications sought principally affected the clauses relating to liberty of conscience and education and limitation of religious orders.

Senator Caballero, the minister of foreign affairs, now announces that the government will undertake the revision of the concordat with a view to bringing it into harmony with the Spanish constitution. The question will be treated in a Liberal spirit, he says, free from anti-clericalism.

BILL LANG IN THE TWELFTH. Sydney, N. S. W., Dec. 27.—Bill Lang, the Australian heavyweight champion, knocked out Bob Fitzsimmons in the 12th round of their fight at Rueschetter's Bay stadium today. The fight was evenly contested up to the last round when Lang forced Fitzsimmons to the ropes and knocked him down with a right hand blow to the jaw and when he arose sent him to the floor senseless from a right hand uppercut.

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# VIRGINIA MAN IS LYNCHED BY MADDENED MOB

### Hurley Murderer Is Given Short Shift—Long Feud Ends In Death Of Two And Serious Wounding Of Three Others.

### VICTIMS TAKEN FROM GROUND

Hurley, Va., Dec. 26.—Following the killing here on Christmas Eve of Samuel Baker, and the serious wounding of his wife and two children by the former's enemy, Harry Pennington, a mob of 100 citizens late last night took Pennington from jail and hanged him to a stump.

Pennington, who had been drinking, picked a quarrel with Baker and shot him while the latter was on his way to a Sunday school Christmas entertainment with his wife, his two children and a friend Wyatt Meadows. Feeling against Pennington ran high and many threats of lynching were heard during the day. Last night a band of about 100 citizens was quietly organized, the guard was overpowered and Pennington was taken to the engine room of a lumber mill nearby and hanged to a stump. The body was riddled with bullets and was then left hanging until this morning when it was cut down.

# HALIFAX HAS BAD BLAZE

### Fire Breaks Out In Business Section Of City And Is Extinguished With Difficulty—Total Loss \$50,000.

Special to The Standard. Halifax, N. S., Dec. 26.—Shortly after seven o'clock last evening a fire broke out in the business section of Granville street, the principal thoroughfare of the city, and before the flames were checked the big store of Lane and Company and the music store of Gates Brothers were completely gutted.

The fire started in the work room of Lane's store, which is situated on the third floor and the flames made rapid headway, eating their way out through the roof and catching the side of Gates' building which adjoins.

Soon the upper stories of these buildings were a mass of seething flames and it was with the greatest difficulty that the firemen saved the big drygoods store of Wood Bros., and the British American Book and Tract Society buildings. The stock in Lane's Company is practically a complete loss, while the stock of Wood Brothers, the Book and Tract Society and Kelly and Glassey were more or less damaged.

Gates Brothers are the heaviest losers, their stock which they value at \$7,000 is only insured for \$2,000. The other big buildings and stock are well insured.

Twenty canaries in Gates' store died from suffocation and two valuable dogs in Lane's show window were rescued.

The total loss by the fire is about \$50,000.

# PORTLAND INUNDATED BY IMMENSE TIDAL WAVE

### LIFE OF FAMOUS PRELATE NOW DISPAIRED OF

### Condition Of Cardinal Satelli, The "American Pope" Is Regarded As Desperate—His Active And Useful Life.

### HAS DONE MUCH TO FURTHER PEACE

Rome, Dec. 26.—The condition of Cardinal Satelli, who is suffering from nephritis, is desperate, the attacks of delirium being now very frequent. Extreme unction has been administered.



CARDINAL SATELLI.

This great leader of the Catholic church, Cardinal Satelli, has long been known as a friend of the public and his church in the United States. He has visited America three times and takes a lively interest in affairs here.

It was during his second stay here, in 1895, that he was created a cardinal. Now he is a cardinal bishop, which is the highest rank below the pope that the church can give him.

Rumors from Rome that he is very ill have caused widespread concern over his welfare. Millions of Catholics in all parts of the world are praying that he will recover.

# HOW CHRISTMAS WAS SPENT AT CAPITAL

### Horse Racing The Banner Attraction Of The Day—Church Services Largely Attended.

Special to The Standard. Frederick, N. B., Dec. 26.—Christmas was quietly spent here and the absence of skating and curling left horse racing as the only attraction.

On the Government Lane the races took place and the pair recently purchased by Aid. Hugh Calder, carried off the honors, from a select field including Burline (2:14 1-4), Major Wilkes (2:18 1-2), Kate Willard (2:21), Lady Belmont (2:24 1-4), and others.

The Christmas services at the churches yesterday and today were largely attended. Vocal soloists at churches included Mrs. John Black, Mrs. W. A. B. McLellan, Mrs. F. A. Good and others.

### Enormous Loss Occasioned By Giant Wave Which Came As Climax To Yesterday's Storm—Shipping Hard Hit—No Lives Lost—Storm Unusually Severe Throughout New England.

A heavy fall of snow, everywhere piled high by a strong northeast wind, covers New England, most of the middle Atlantic states and a fringe of the middle west and south. Trains are late and in many places stalled throughout the east, wire communication is seriously crippled and city streets and country highways are impassable.

Some loss of life is reported, one instance being perhaps unique. At Boston, a great tidal wave crept into a house, drowned a man and his wife in bed, and then crept away. Two men were drowned near Seymour, Conn., when a trolley car plunged into the river.

The crew of the steamer Thurman, ashore on the Jersey coast, was taken off by life savers in the breeches buoys. New England was the greatest sufferer. At Chelsea, so recently devastated by fire, 2,500 persons have been driven from their homes by high water.

Throughout the Maritime Provinces the storm has held high carnival since early yesterday morning and while there is little or no damage to report owing to the condition of the wires much has been undoubtedly occasioned. Locally the storm, apart from keeping many of the devout away from church, and hampering, to some extent, the street car service, has not been materially felt.

Portland, Me., Dec. 26.—Storm driven seas that on the high tide culminated in an immense tidal wave swept Portland harbor and water from the big commercial houses on the water front side of the street are inundated and their valuable stocks of every variety of merchandise ruined. Several Portland crafts are outside and the worst is feared.

Reports of the devastation caused by the sea began to pour in early this evening, but not until dawn breaks will it be possible to compute the loss which undoubtedly will run into the hundreds of thousands. The basement of the Portland police station, which is on the westerly side of Commercial street, and several hundred feet from the high water, was flooded by the big wave and the prisoners would have been drowned. Big rats in their holes, had not Captain Newell Thompson and turnkey John Massure boldly rushed to their rescue and unlocked the cell doors in the nick of time. One daring prisoner made a bold break for liberty but was recaptured.

Portland pier which runs out 100 yards from the street is under water. Mrs. Fred A. Jackson was in the shed in the rear of her variety store when the big wave struck and she was driven to the top of a show case, where she was marooned four hours until the tide went out.

Had Narrow Escape. Portland's back district as well as the commercial water front was also swept by the big wave. Boathouses were demolished, boats torn from their moorings and swept away. Thomas Harris, a clam dealer, was inside his house boat when he heard the roar of the oncoming avalanche of water. As he ran out of the cabin the wave was almost on him. He jumped overboard and started to swim the few feet to shore. He was caught, lifted on the crest of the wave, but luckily landed high and dry on shore. He turned just in time to see his houseboat swamped and then pounded to smithereens. A dozen city bathing houses on Fish Point were torn away.

When the big wave struck the inner harbor it literally buried under ten feet of water the immense stone breakwater which runs out a quarter of a mile from the south Portland shore and the spray dashed over the spring point light house.

On the south Portland shore was a fleet of 30 yachts belonging to members of the Portland Yacht Club which were covered in their cradles for the winter. A dozen of them were picked up and hurled into the sea like boards, among them was the Cluque, commander Reuben K. Dyer's flagship. She was saved, but badly damaged when the tide went out. Every wharf on the nearby islands of Casco Bay was swept of buildings, and it is feared that morning will show that the more exposed islands have fared worse.

At Trefethens landing, Peaks Island, 100 feet of wharf was torn away and ground into kindling in a second, and at Cushings and Long Island the piers were badly damaged.

Steamers Escape. The harbor steamers luckily escaped damage but this afternoon they made one trip as far as Long Island after a hard battle in the snow blizzard.

The Idlevild, a 30-foot sloop, was carried over a dam at Mill Creek, which is normally four feet above high water level. The harbor was full of coasting schooners and most of these, loaded with lumber, were washed clean of their deck load. The damage to shipping, however, cannot be computed until tomorrow. The big liner Cornishman, of the Dominion Line arrived this afternoon and reports a terrific battle with wind and waves since early this morning.

Boston, Mass., Dec. 26.—Grim winter swept into New England today on the wings of a northeast storm with such terrible energy as to cause great damage, much inconvenience, not a little suffering and a few deaths. The gale drove a tide into Massachusetts Bay which nearly equaled that of the famous storm of 1851. A heavy, white snow prostrated all wires throughout the southeastern section, railroad trains were stalled and three persons lost their lives in Everett and Chelsea by the sudden rise of the tide.

The big tide was the feature of the storm. Coming on a full moon, the gale rolled a wave along the coast, in some places reached a height of over fourteen feet above low water mark, only being exceeded by that which swept the coast at the time Minot's Light was destroyed on April, 1851. In this city the tide went across Atlantic Avenue on the waterfront, filling hundreds of cellars and causing an estimated damage of over \$1,000,000.

Three Drowned. In Everett, Cornus Harkin and his wife were caught in their beds and overwhelmed by the flood, while an infant lost its life. Cholera, unless in similar conditions. In many places along the coast, persons were taken from their homes in boats, hundreds of summer cottages were undermined, bulkheads were destroyed, and persons living some distance from the coast found themselves looking over the open ocean.

The prostration of the wire service, especially in Southeastern New England, was more extensive than for many years.

It is years since the railroads and street railway companies have been so badly blocked. The wet snow proved less of a handicap than the fall of the wires and telegraph lines for the steam railways, but the street railways could make but little progress.

Fallen wires around Boston and throughout Southeastern Massachusetts and Rhode Island made it necessary to erect completely electric fighting plants in these communities that were served by the overhead systems. Large cities such as Cambridge, Lynn, Brockton, Providence, Fall River and New Bedford were in darkness.

New York Snow-Bound. New York, N. Y., Dec. 26.—New York and its environs were practically snow-bound today for the first time this winter. The west wing of railroad service was almost wholly cut off, wire communication in every direction was crippled, the city's streets were blocked with snow, and shipping even within the harbor, suffered considerable damage.

The snowfall, which began shortly before noon yesterday, continued steadily nearly all night with intermittent flurries throughout the greater part of the day. This was followed by a cold wave which from the damp snow to wires, switches and roadways, nearly ten inches of snow fell in the city and the poor which had their fill of free Christmas dinners yesterday had opportunity to work up another appetite today by shovelling. More than 10,000 shovellers and 6,000 trucks were put to work.

The derangement of railroad traffic was one of the most serious experienced in several years. Trains from the up-state and Canadian trains were the delay, service in these directions being practically cut off all day, while the up-state and Canadian trains were one to three hours behind their schedules.

Chicago Trains Delayed. The two eighteen-hour Chicago trains were delayed to an almost record-breaking limit, the Pennsylvania, due here at 9:54 a. m., having failed to arrive up to 8 o'clock tonight, and the New York Central's Chicago flyer, due here at 10:29 a. m., being over seven hours late. The Pennsylvania