

## The Issue Clear Cut Between Imperial Aid and National Fleets

While Many of the Followers of Sir Wilfrid do not See Eye to Eye with Their Leader on the Naval Question, they will be Compelled to Follow Him Along the Line which He Has Mapped Out--The Remodelled Policy for a Permanent Canadian Navy.

(Montreal Star.)

The second act of the play is over. Sir Wilfrid Laurier has made his reply to Mr. Borden and outlined the naval policy which the Opposition offers as an alternative to that of the Government.

In place of an immediate contribution of three of the largest battleships which human skill can build or money can buy, to be supplemented by ships built here by the Dominion, the Opposition in the council of the Empire is determined to propose the construction in Canada of two fleet units, to be manned and maintained by Canadian sailors.

The issue has become a clear-cut one, and there is little chance for anyone to straddle it. The Opposition policy was worked out by Sir Wilfrid without let or hindrance from his followers. "Les vieux Coq" is still the undisputed leader of his party, and the arbitrator of its immediate destiny.

Whatever may have been the individual opinions of some in the ranks—and there are good reasons for believing that several of the rank and file do not see eye to eye with their leader on this subject—it was a cheering and apparently united front which was presented in the Chamber when Sir Wilfrid gave expression to his decision.

The House itself was as crowded as it had been a fortnight before to hear Mr. Borden outline the Government's policy. There were as few absentees among the ministers and as great a queue to the public galleries when they were thrown open to the throng which had packed the lobby and corridors for an hour before the session opened.

When Sir Wilfrid finished his speech, which was of almost identical length with that which Mr. Borden had made in introducing the bill, there was the same amount of tumultuous cheering, only this time it was from the Opposition benches. The Clark of the Red River, in a stentorian voice, started "God Save the King," and this time the Hon. Frank Borden, who was in the front, somewhat shame-faced, it is true, but entirely recovered from the portliness of manners, which made him so unpleasantly conspicuous in the National Assembly, was started from the Government benches two weeks previous. It is even rumored that he joined in singing it this time. One other thing was noticeable in this connection, the Government side of the House sang it lustily and sincerely as the Opposition. It was a different story two weeks ago.

Sir Wilfrid spoke without many notes and his voice, while audible for the whole hour and a quarter of his address, showed no signs of fatigue or of tiring toward the close. He depended upon oratorical embellishments even less than the Prime Minister. There were no passages in his speech which stand out conspicuously for their literary value or for their emotional content.

In all fairness, it cannot be considered as one of the veteran leader's great oratorical efforts. It was logical, clearly thought out, and the argument was well developed, but there was little in it to arouse that genuine and uncontrollable enthusiasm which accompanied Mr. Borden's exposition of his plan. It was sincere, but it lacked what, for lack of a better term, may be called inspiration. It offered a substitute which may be evolved, but it was under the disquieting impression of being in essence a restatement of a policy which by the tacit but explicit admission of the wording of the amendment itself, has not satisfied the people of Canada, and which has been reframed under the pressure of strong and urgent political as well as national exigencies.

It is very significant that Sir Wilfrid's amendment accepts the provision of an expenditure of \$25,000,000, and only proposes another way of expending it. How much more satisfactory the old Liberal policy will be with this addition is not of so much importance as whether it will be as satisfactory as the new plan which Mr. Borden evolved after long consultation with the admiralty and which gives concrete and adequate expression to the suggestions made by the Admiralty itself in its formal memorandum to the Canadian Government.

All the facts are fully at the disposal of the people of Canada and they will form their own conclusions. On the Government side, there is as little doubt as to what these will be as there was before Sir Wilfrid rose in the House. The Opposition is determined to "fight it out along this line if it takes all summer," to quote a famous general, and to fight as hard as in them lies. There are many rumors current that the fight may even go the length of forcing an appeal to this country as the Conservative party did with the Reciprocity bill last year. This, or any other tactical development, however, will be determined by what transpires in the debate. All that can be said at present with any definiteness is that the issue is joined and that the battle is fairly begun.

But to return to some of the more outstanding incidents in the day's proceedings. Early in his remarks, Sir Wilfrid declared that the Admiralty memorandum showed "that there was no emergency, that Great Britain is in no danger, immediate or prospective."

Immediately afterward he laid down the second of the three contentions which are the piers for the support of his alternative proposals. Drawing the inference from the history of diplomatic events in which Canada's interests had been handled by British diplomats, Sir Wilfrid declared that "local matters are always better dealt with by those responsible for local in-

terests." The third and final contention was that whenever in distant countries British ships had been removed to allow of the concentration of a strong fleet in home waters, those ships should be replaced by others built, maintained, equipped and manned by the Overseas Dominions nearest the depleted naval station.

At no time did he admit that in 1915 or any other date now in view would the British supremacy on the seas be challenged by the naval programmes of any European power or any combination of them. The obvious inference to be found in the Admiralty memorandum was dismissed with the assertion that Mr. Borden had gone to England to find this condition of affairs, and that the admiralty had helped him find it. If it was then to be found, the important thing would seem to be that it has been found in time.

In a word, Sir Wilfrid arrayed his remodelled policy for a permanent Canadian navy against Mr. Borden's plan of taking the only course which is open for coming to Great Britain's assistance within a definite period and working out the details of a permanent policy as soon as the basis on which that policy must rest—a vote in the control of the common navy of Great Britain and the Dominions, is worked out.

Nor can it be truthfully said that the Leader of the Opposition kept consistently or for any considerable time to the high, non-partisan plane of Mr. Borden's pronouncement. Not once was the Premier interrupted by any member of the Opposition during his speech, but this was not because the Opposition was not eager and waiting for a chance to rebuke a party which, but because no such chance presented itself.

Sir Wilfrid, on the other hand, was early making forays into purely party fields. His reference to the Government's policy as a hybrid cross between Imperialism and Nationalism provoked a demonstration from the right of the Speaker which interrupted his speech for at least a minute. The statement that the Government's policy was a "hybrid cross" was not the result of an "unholy alliance" allowed to pass without comment.

Viewed from any standpoint, Sir Wilfrid's remarks had more to do with party politics than constructive statesmanship. They were, naturally, applauded in this spirit by his followers and received as much by opponents. The navy question was not uplifted out of the range of very ordinary partisan allusions, charges and countercharges, and it is safe to presume that the example set by the Leader of the Opposition will be sedulously followed by his disciples.

## GIRL LOSES LIFE SAVING THE BABY

New York, Dec. 14.—When Police-man Levitt of the East Sixty-seventh street station entered the kitchen of a tenement apartment in No. 256 East Seventy-second street, from the windows of which smoke was rolling, early last night he found the room ablaze and a little girl, her arms outstretched, was lying on the floor, her head on a chair, her body charred and her clothing singed.

The policeman removed his coat and smothered the flames, which had almost entirely consumed the little girl's clothing. She had been burned on the face and body in her effort, so it seemed, to save the baby's life and was in agony when taken to the City Hospital. She died soon after. The baby was attended in the home by a physician, who said it will recover.

The little girl was Anna Bengida, three years old, the daughter of Joseph Bengida, a laborer, and the baby her brother, Charles, 18 months old. The mother had left the children alone in the kitchen while she went to a grocery, and the baby's clothing evidently had become ignited by coals dropping from the grate of a stove.

## RAILROAD WAGE QUESTION

Estimates Widely Differ as to Ultimate Cost of Eastern Roads.

New York, Dec. 14.—Wide differences in estimates on the cost of eastern roads of the increases asked for by the Brotherhood of Locomotive Firemen and Engineers will necessitate further conferences and perhaps a considerable halt in negotiations while railroad statisticians prepare detailed figures, it developed tonight.

A prolonged session of the conference on the wage question, headed by Elisha Lee, of the Pennsylvania Railroad, for the managers, and by C. C. Carter, president of the Brotherhood, for the employees, adjourned for further sessions tomorrow or Saturday, with little apparent progress made in bringing the negotiations to a head.

President Carter and his associates first presented demands for increased yearly expenditures of \$20,000,000. Modified demands were then presented by the Brotherhood representatives, who estimated that no more than a \$4,000,000 annual additional outlay by the roads would be necessary. Tonight, however, the managers, who speak for fifty eastern railroads, declared that even the modified schedules would call for an increase of \$15,000,000 yearly in the pay rolls.

## DEPUTY SHERIFF ROBBED OF \$487

Thief Takes Pocket and All While He Feigns a Search for Dime on Floor

New York, Dec. 14.—Louis Mouniquin, restaurant, discussed civic problems with Sheriff Harbinger Wednesday afternoon. The conclusion reached was that Louis ought to be made a deputy sheriff. So he was.

Many a time had Louis declaimed on the foolishness of those who have their pockets picked.

Two men entered the car and one of them dropped a ten-cent piece on the floor. The obvious inference as the man stooped to recover the coin, Louis went quietly on to the show, which dealt mainly with the desperate criminals to be found in the city of New York.

It was not until next morning that Louis discovered his \$487 to be gone. The pocket had been neatly cut out in the search for a ten-cent piece. Louis had not lost his usual smile last night. This was the joke as he told it. "At half-past five I was appointed deputy sheriff; at half-past eight I lost my roll."

## FULL PROBE OF NEW HAVEN DEAL

Expect Investigation Into Relations of Grand Trunk and Mellen's System.

Washington, Dec. 14.—It is the general belief among members of Congress here that the hearing on the O'Shaughnessy measure, which closed yesterday afternoon, will result in the authorization by Congress of a thorough investigation into the relations between the New Haven Railroad and the Grand Trunk Railway, and of the New Haven's monopoly of transportation facilities in New England.

When the House committee on rules completed its hearing it gave five additional days during which any of those who testified may present further evidence in writing to the committee. At the end of those five days it is expected that the committee will announce its decision and it is quite generally thought here that the decision will favor an inquiry such as provided for by Congressman O'Shaughnessy's resolution.

During the final session of the hearing Vice President E. G. Buckland of the New Haven placed before the committee a copy of the proposition made by the New Haven Railroad through its President, Charles S. Mellen, to President E. J. Chandler of the Grand Trunk Railway. Mr. Buckland denied that the New Haven had a monopoly in New England and went into the history of its New England expansion policy.

A. H. Walker, of New York, author of a history of the Sherman Anti-Trust Act, suggested that the committee could force the completion of the Southern New England Railway extension by passing a law preventing the Grand Trunk a Canadian corporation, from doing further business in the United States until it has fulfilled its promises to States.

The authority for this, he said, is found in the power of Congress to regulate commerce between States and foreign corporations, a power that cannot be abridged by the action of any State.

## GOV. BLEASE IN LIMELIGHT AGAIN

Columbia, S. C., Dec. 14.—Governor Blease, who expressed himself so violently at the Governors' conference in favor of lynching negroes who attacked white women, yesterday paroled R. A. Richey, a rich white farmer of Abbeville county, who was convicted in 1910 of assaulting a negro woman, sentenced to ten years' imprisonment.

Governor Blease made public letters in substantiation of his statement at the Governors' conference that two judges had told him they had sentenced convicted murderers of whose guilt they had a doubt. The statement was made in defiance of the Executive's liberal use of the pardoning power. One letter is from Judge Geo. W. Gage of the Circuit Court and is in regard to the case of Willie Belhune, a negro who was convicted of murder and sentenced to death by Judge Gage.

The other letter is from Judge D. E. Hydrick, now of the Supreme Court, and relates to the case of Henry Curren, who was convicted of murder and sentenced by Judge Hydrick to life imprisonment.

If girls would choose husbands as carefully as they do their clothes, there would be fewer divorces and more old bachelors in the world.

Most of the things a woman wants are on the other side of a barbed wire fence.

The number of Territorials in New Zealand exceeds 50,000.

President Carter asked that the statistician of the railroads prepare an itemized statement showing just how the grand total of \$15,000,000 would be reached. Tonight, however, the managers declared that the increase asked by the Brotherhood amounted to 55 per cent. The first schedule submitted, they estimated, called for increases of 75 per cent.

## BURNED TO DEATH.

Niagara Falls, Ont., Dec. 14.—Following a rear-end collision between an incoming freight and a standing freight train in the yards of the New York Central Railroad this morning, Henry A. Gover and Patrick H. Thornton, both of Syracuse, were

burned to death. The men were imprisoned in the debris and were slowly roasted to death despite the efforts of the train crew to rescue them. A locomotive and eight cars were demolished.

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Out of the 11,000,000 natives of Egypt only some 500,000 can read and write.