

# THE DAILY NEWS

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DAILY EDITION

Friday, Dec. 20, 1912.

## Editorial Notes and Clippings

### A PRESENT OPPORTUNITY.

It is urged against Sir Wilfrid Laurier's amendment to the Borden programme that it contains a proposal five or six times more expensive than the one which he introduced as premier. It is impossible to see, however, why this should be charged against it as a fault, and especially by the Conservatives, who have all along been clamoring for an expensive programme as the commencement of our participation in Imperial naval defence. Sir Wilfrid Laurier's present proposal is drawn up with a knowledge of the exact extent of Great Britain's sea power, in comparison with that of the naval strengths of the other European nations. He had at hand in framing his amendment the memorandum supplied by the British admiralty at the request of Premier Borden for submission to the Canadian Parliament. That memorandum, while it proves conclusively that there is no danger impending, and no need, therefore, of an emer-

gency contribution from Canada, demonstrates quite as clearly that it is desirable that the overseas dominions of Great Britain should prepare themselves, by the establishment of fleets of their own, against the time, perhaps not remotely distant, when the comparative strength of Britain's navy will be much less than it is now and their assistance, therefore, will be of pronounced value. The memorandum which enters on a comparison of the naval strengths of Great Britain and Germany carries us to the year 1920, and it is quite manifest that if the overseas dominions employ the interval from now until then in the creation of fleets of their own, they will be in a position at the expiration of that period to furnish the Mother Country with just the assistance which will be of most advantage to her, by maintaining her strength in distant seas and on the coasts of her numerous possessions and affording her freedom to concentrate her own navy power in the home waters.—Vancouver Sun.

## BRITISH ADMIRALS MAY RESIGN BECAUSE BRIDGEMAN WAS FIRED

GENERAL DISSATISFACTION IN REGARD TO THE ASKED FOR RESIGNATION OF THE FIRST SEA LORD BY WINSTON CHURCHILL—WOULD NOT TAKE HIS ADVICE.

London, Dec. 18.—When Rt. Hon. Winston Spencer Churchill took control of the admiralty as first lord, there was some speculation as to how a minister of his enterprising and pugnacious temperament would work with the sea lords, who have been accustomed to dominate in professional matters.

The resignation of the first sea lord, Vice Admiral Sir Francis C. Bridgeman, whom Prince Louis of Battenburg succeeds, is followed by rumors that all the sea lords have threatened to resign. A question of veracity between the First Lord of the Admiralty and Vice Admiral Bridgeman which has arisen has caused a sensation.

Mr. Churchill, pressed by Lord Charles Beresford in the House of Commons for an explanation, declared that Vice Admiral Bridgeman's retirement was due solely to his health and on Mr.

Churchill's request. When the Vice Admiral was asked by a reporter if he had retired on account of his health, he replied: "My answer is in the negative."

The friction is believed to have been begun by Mr. Churchill insisting upon directing the details of the last manoeuvres, against the advice of the sea lords. There is considerable opposition to Prince Louis of Battenburg holding the highest position in the navy on the same grounds that the army long opposed the Duke of Cambridge having the highest command, namely, that it was given to him because he was a member of the royal family, instead of for professional competency.

The first lord and the sea lords unquestionably are antagonistic. Some Liberals even express fear that the efficiency of the navy may be jeopardized on this account.

## SEARCH PARTY GOES TO NORTHERN WILDS

Cobolt, Ont., Dec. 18.—Worried over the failure of the expedition to return, James Stewart and George Watt will start tomorrow from Cobolt to Moose Factory to seek information regarding that part of the Donaldson party which last July went up the coast of the Hudson Bay from the east main river to Clark Island to look over the iron properties there.

It was expected that the party would return to Cobolt long before this. The two men will start with dog teams down the Atibiti river to Moose Factory. After their arrival there their future movements will be governed entirely by what they may learn. It is feared that the party has been lost or cut off by the ice.

The missing party includes F. Hamilton, Phil Johnson, Don Hutchins, Frank Porter, William Smith and Arthur Ash, of Cobolt, together with an engineer from Montreal named Strong, Keyes Carran, and a man named Calkins, from the East.

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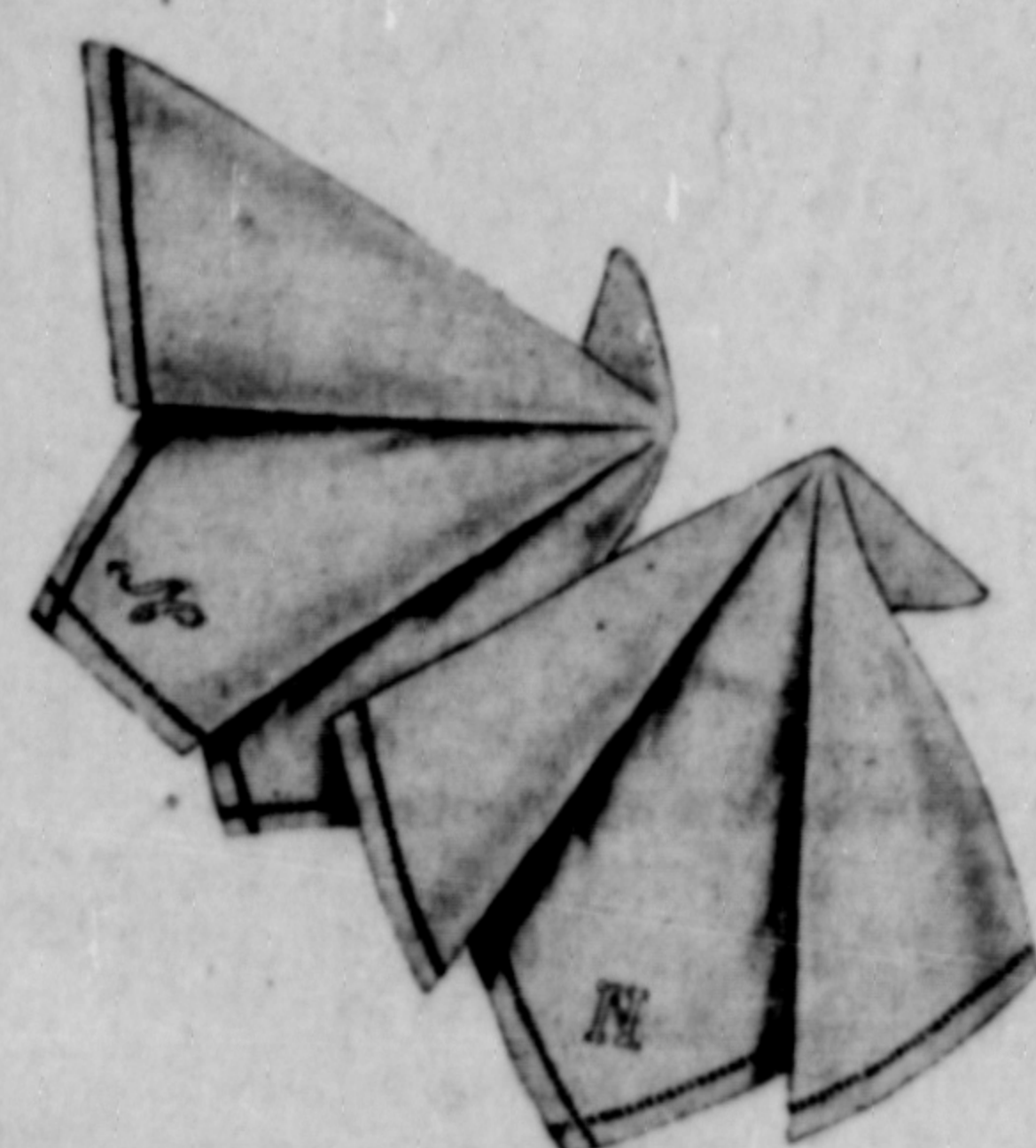
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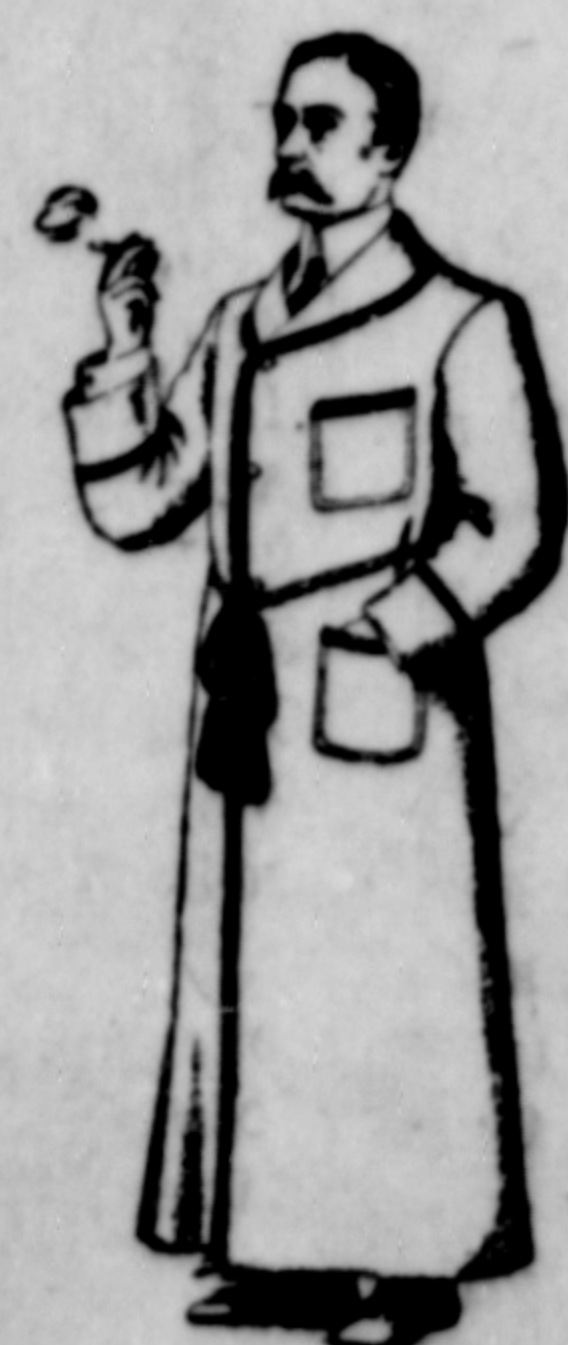
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