

### THE DAILY NEWS

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DAILY EDITION

Thursday, May 29, 1913.

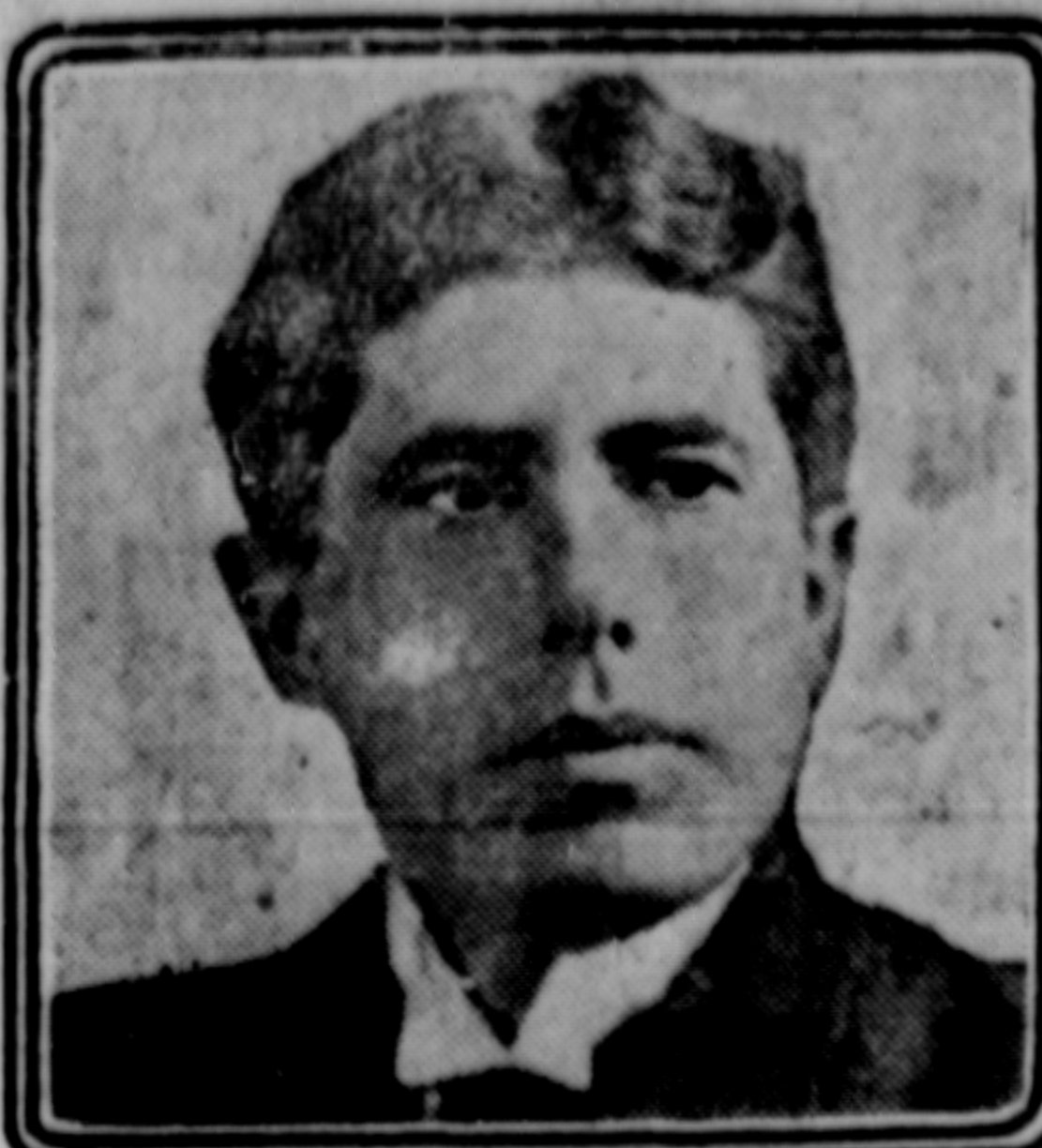
#### THE MAN WHO NEVER TOOK A HIGHBALL.

It would be interesting to know how William Jennings Bryan felt when he read yesterday that ex-President Roosevelt had stated under oath, in the trial of his libel suit against an editor: "I have never drunk a highball or a cocktail. I do not smoke, but I drink beer and take strong liquors only as medicine." It must be a shock to Mr. Bryan. For the civilized world received a distinct shock when it learned that Secretary of State William Jennings Bryan had substituted innocuous grape juice cocktails for hard stuff at a state dinner, a shock which was probably felt even more deeply by the guests than by unsympathetic foreign critics, whose interest in the matter was merely vicarious. But if the exhibition given by Mr. Bryan of his stern anti-alcoholic views furnished the text for editorial comment from San Francisco to St. Petersburg and back again, how much more will pens scribble and tongues wag over the charge of drunkenness brought against ex-President Roosevelt by the editor of a Michigan publication? It is true that Col. Roosevelt

was never accused of inviting thirsty guests to cool their parched throats with grape juice and water, but while he has had a long list of crimes attributed to him in the course of his long and strenuous career, no one has ever hinted that excessive drinking was one of his failings until the Michigan man revealed the dark secret. Living at Ispeming, the town where his paper is published, this gentleman must have exceptional opportunities of observing the colonel's habits. That is probably the reason why he has discovered a fact which appears to have entirely escaped the political opponents of the ex-president who have been in closest contact with him during his political career.

Col. Roosevelt brought an action for libel against the Michigan editor and is now in Michigan prosecuting the case. No one doubts that he will be able to clear his reputation from an imputation so absurd, and respectable Americans of all parties will only regret that the nature of the libel does not allow him to place the slanderer where for some time at least he would be unable to indulge in his muckraking proclivities.

#### LEFT THEIR FRIENDS IN FINAL VOTE ON NAVAL BILL



HONORE ACHIM, M.P.



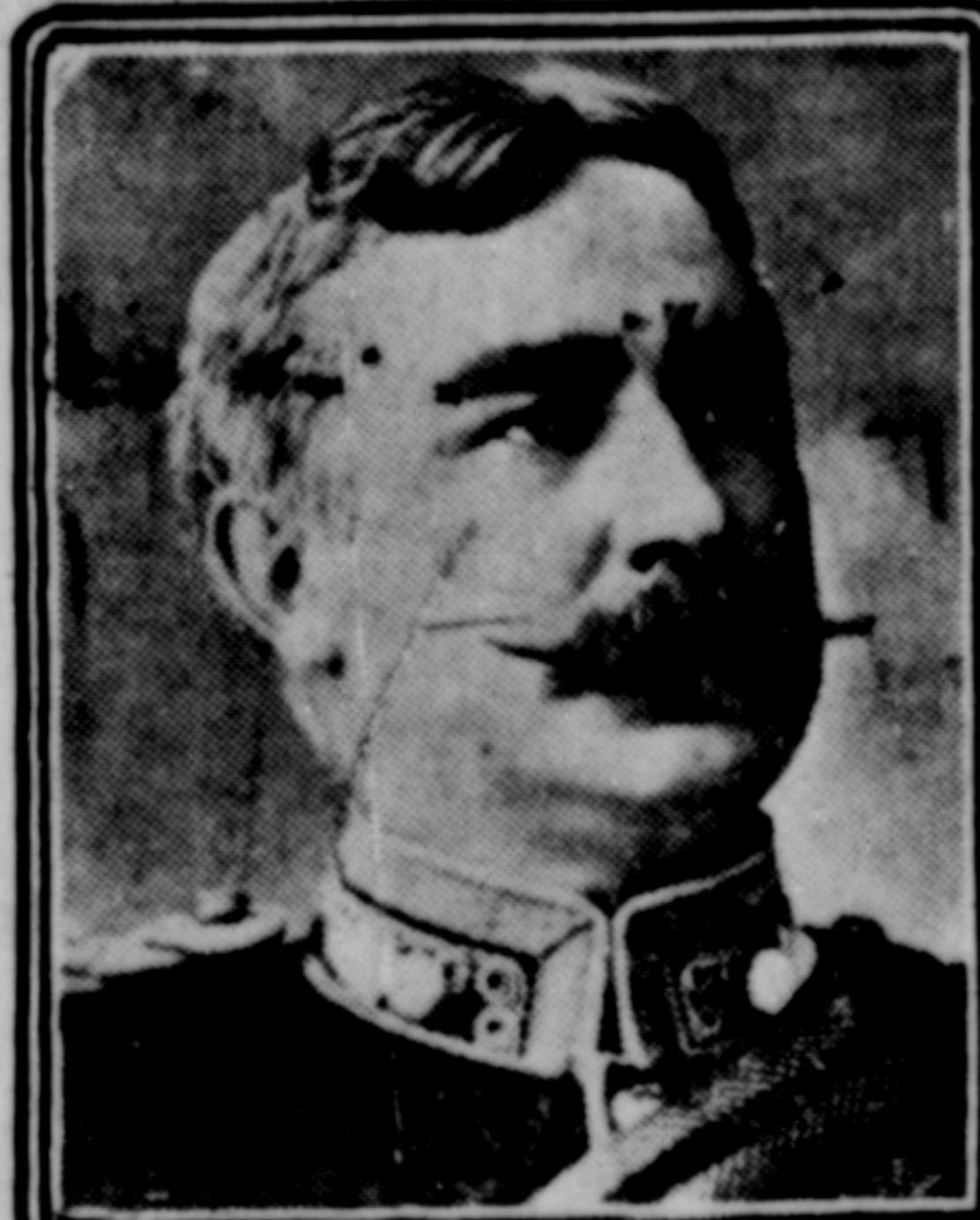
A. BELLEMARE, M.P.



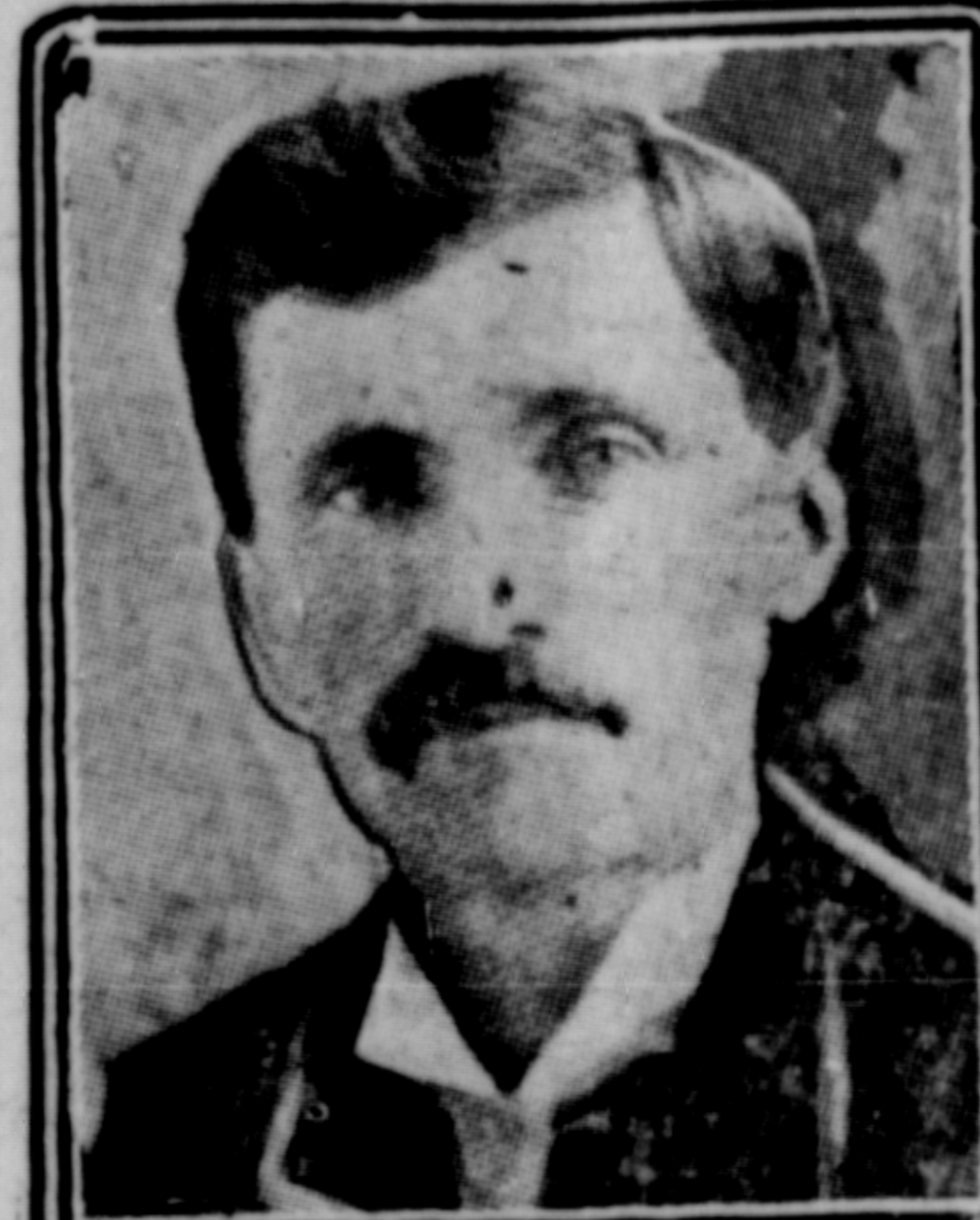
JOSEPH A. BARRÉTTE, M.P.



HERMENEGLIDE DOULAY, M.P.



LT. COL. H.H. McLEAN, M.P.



J.P.O. GUILBAULT, M.P.

Two Nationalists who voted against the government and Col. McLean, of Halifax, a Liberal, who voted with the Conservatives.

Three Nationalists who voted against the Government on the Bill.

### GENERAL STRIKE IN ENGLAND MAY CLOSE ALL THE SHIPYARDS

SITUATION REGARDED AS CRITICAL IN THE EXTREME—A VAST AMOUNT OF ORDERS FOR WARSHIPS AND COMMERCIAL VESSELS

London, May 26—A general strike in the shipbuilding industry is threatened within the next few weeks the present situation being regarded as critical in the extreme. The possibility of a general cessation of work has been realized for several months but during the last week or two the men have shown that they are more determined than the great majority of the employers imagine.

The various trades directly concerned in the strike are of eleven societies, all signatories of the national shipbuilding agreements, and the Boilermakers' Society. Should a strike be declared the shipyards of course would be closed, and many other trades affected. On Tuesday the boilermakers will meet the Employers' Federation at Carlisle to discuss the situation. The men ask for an increase of 2 1/2 per cent., and have already voted for a strike if the demands are not complied with.

Since 1911 when the rush of orders set in there have been three increases of five per cent. each, and recently all the shipyard unions put forward a demand for another increase.

It is regarded as almost cer-

tain there will be a considerable aggregate majority in favor of a strike. A shipbuilding strike under the trade conditions now prevailing would be a national calamity of the gravest character. The mercantile shipping now under construction is more than two million tons, and in the private and government yards there are warships for many foreign countries, representing an additional tonnage of approximately 560,000. These high figures are without precedent in this or any other country.

#### APPEALS FROM CANADA

Fifteen to be heard by the Privy Council in June and July

London, May 26—Fifteen appeals from Canada will be heard by the Privy Council in June and July. The Canadian Pacific Railway is a party in three appeals. The lawyers here say that the existing machinery of the council is being strained to the utmost and fresh judicial strength ought to be obtained without delay.

Extract equity from justice and it leaves injustice.

### OBSTACLES IN WAY OF ARMING MERCHANTMEN

Port Authorities Refuse to Allow Vessels to Dock Having Explosives Aboard

London, May 24—Among the various obstacles which the British naval authorities are discovering in the general arming of merchant steamers, one of the greatest is said to be the port regulations. As a rule port authorities prohibit vessels from lying alongside wharves or docking with explosives on board and it appears that before British armed vessels could violate these rules, the permission of a great many authorities of several nationalities would have to be obtained. The Port of London has particularly stringent regulations in this respect, for vessels have to discharge even rockets and blue lights before docking.

How exacting are some of the requirements is shown by the case of the Auckland Harbor Board. There is trade between Great Britain and Auckland in explosives and at one time vessels discharged powder for Auckland at a point some distance from the town. But it was decided that the distance was not great enough and now vessels have to discharge their explosives at a little island off the coast. Should they have explosives for other New Zealand ports, they have to return to this island to reshelve the consignment. The discharging and the reloading of the ammunition at a large number of ports would involve, to put it mildly, serious problems.

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