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EDITORIALS

While there is satisfaction in every part of the British Empire over the sinking of the Emden, the greatest jubilation will be in Australia, for it was one of the Australian fleet, the Sydney, that actually did the work. We may put ourselves in the place of the people of Sydney by supposing that a cruiser called the Toronto had put an end to the career of a vessel which had destroyed twenty-two British vessels in the Atlantic. No feeling of envy, however, is mingled with our admiration of the Australian achievement. Australia is simply beginning to reap the reward of steady continuance in a well-planned policy. Efforts have been made to discourage the Australians, but without effect, and a few months ago the Australian fleet sailed into Sydney amid general rejoicing.

It would be tedious to recount here the long dispute between the centralizers and the advocates of local fleets. There was an element of truth in both contentions. A powerful navy is, of course, required for the North Sea, and that navy has demonstrated its usefulness not only by the aid which it gave to the land forces, but by the silent watch which it has kept for months, giving security to the United Kingdom, and enabling large bodies of

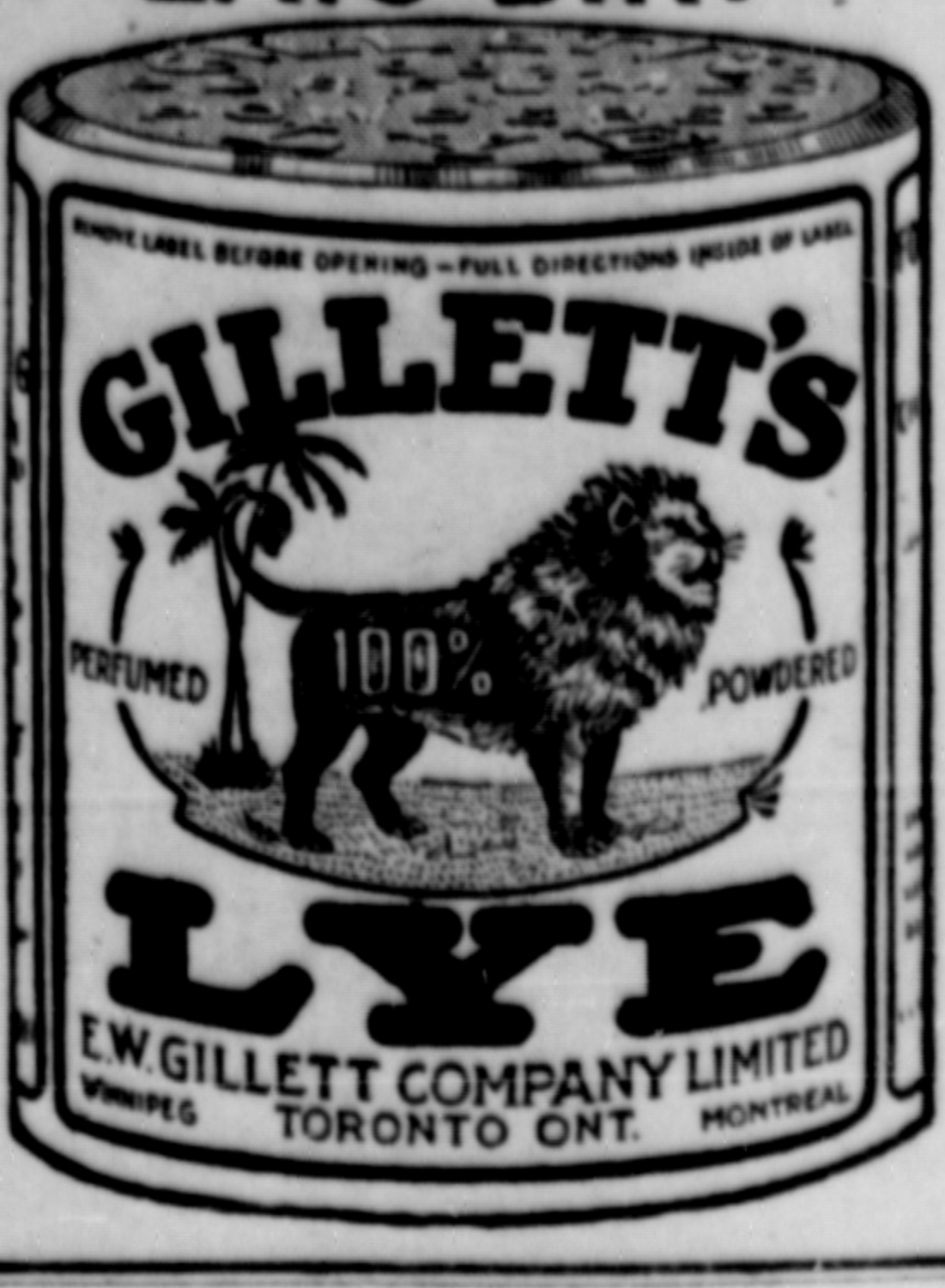
troops to be moved to France.

But there was work to be done also in outlying parts of the Empire, and in far-away seas, and in this work Australia has played its part. A very fair statement of the functions of the home home fleet and of such an organization as Australia has completed was once given by Mr. Churchill. "Concentration in home waters," he said, "was necessary and had been effected." But that concentration gave a new opportunity to the self-governing Dominions.

"If the main development of the past ten years has been the concentration of the British fleet in decisive theatres, it seems to me, and I dare say to you, not unlikely that the main naval development of the next ten years will be the growth of the effective naval forces in the great dominions overseas. Then we shall be able to make what I think will be the true division of labor between the Mother Country and her daughter States—that we should maintain a sea-supremacy against all-comers at the decisive point, and that they should guard and patrol all the rest of the British Empire.

"I am certainly not going to attempt to forecast or to prescribe the exact form which these developments should

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GRAHAM ISLAND MAN WAS AT THE MERCY OF A BLACK BEAR

"PACKER" HAS AN EXCITING EXPERIENCE IN TRAMPING THE LONELY TRAIL ON GRAHAM ISLAND—RESCUED IN NICK OF TIME.

One of the most disappointed men in this country is "Jimmy" Hoare, originally from England, but now of the great Northern British Columbia districts. He came all the way from Graham Island, where he was with a drilling outfit, to Vancouver to go to the front with the second contingent. He is disappointed because he had already seen service, and this service had put him in the "not wanted" class. In the South African trouble Jimmy was pretty badly used up. But he thought he had got all over it, for, during the past several years he had put up with the hardships of the far north, worked on survey gangs, packed food and supplies over miles of rough trail and musked to the camps, and, as he put, "I'm just as tough as ever, and I do not think the men in the trenches put up with a bit more hardship than do some of us chaps in the North—and we get fat on it."

On Graham Island they have a breed of brown-black bear as curious as a cat but quite harmless as far as attack goes. However, close association with a wild bear of any kind is not comfortable. One of these bears late in the afternoon saw the struggling heap of humanity which was Jimmy Hoare and investigated. Hoare was the strangest human the bear had ever seen. Bruin was annoyedly pawing at Hoare's pack when two men returning from the mouth of the river with the camp mail came in sight and the bear hurried away into the bush before they could get a shot at it.

BRITISH PUBLIC SHOWS INTEREST IN WAR LOAN

London, Nov. 21.—There has been a steady demand, but no particular rush, on the central banks to get the prospectuses of the new British war loan of 350,000,000 pounds (\$1,750,000,000), interest 3 1/2 per cent, price 95, and redeemable at par March 1, 1928.

Contrary to the usual practice of closing the issue as soon as the amount was covered, the lists in the present case will remain open until Tuesday and the prospectuses can be obtained at all banks and in any postoffice of the United Kingdom. Consequently the opportunities for the public to come in touch with this loan are wider than usual. The Stock Exchange views the loan as a good investment and some members express the belief that another loan will be issued some time in April.

Hoare passed the physical examination of the government examiners in Prince Rupert and was jubilant therefore until he reached Victoria and the critical examiner there. The latter put Hoare through the usual test and "turned him down."

Hoare, by the way, has to his credit a most surprising experience, or adventure, as some would call it. He does not tell the story himself, but his rescuers tell it. He was packer for a coal drilling outfit on the Yakoun River on Graham Island. He has a careless habit when loaded with a hundred or more pounds on his back, of walking with his hands shoved into the front pockets of his pants so as to make the pack "lighter."

Though this is a way to make the load seem lighter, at least easier to carry, it is not advisable in a country where the going is rough. Hoare does not do it any more. He was making his usual time between shops up the Yakoun trail when, still with his hands forced far down into his pockets, he climbed over a log on the trail and fell in such a position that he could not free himself, nor could he get his hands out. He had a pack of more than

take. But the march of opinion appears to be proceeding along thoroughly practicable lines.

"This, however, I will venture to say. The Admiralty sees no reason why arrangements should not be made to give the Dominions a full measure of control over the movements in peace of any naval forces which, with our help, they may bring into efficient existence. We know that in war our countrymen over seas will have only one wish, and that will be to encounter the enemy wherever the need and danger is most severe. The important thing is that the gap shall be filled so that while we, in the old country, guard the decisive theatre, our comrades and brothers across the seas shall keep the flag flying on the oceans of the world."

It is true that Mr. Churchill afterwards modified his views; but he never answered the argument which he stated with such power. And Australia very wisely determined not to be turned from the course upon which she had entered.

It is useless for non-experts to argue about the respective merits of dreadnoughts and smaller vessels when the experts cannot agree. The truth seems to be that all kinds of vessels are needed; the largest are not too large, and that the smallest may play its part. It is inevitable that Canada will eventually follow the example of Australia.—Toronto Star.

BELFORT A GIBRALTAR, SAY THE EXPERTS
 Fortified Town on Allies Right Almost Impregnable to Germans.

London, Nov. 21.—The Standard's Paris correspondents who have visited Belfort lately declare that the lessons of Liege, Namur and Antwerp have not been lost, and that Belfort is now in a position to withstand any German assault. Experts consider the place more than double as formidable as Port Arthur. While recognizing that the time has gone when any fortress can be declared impregnable, it can be asserted that Belfort would prove a veritable factory of slaughter if attacked. Its offensive and defensive works run right up to the frontier. Every man and boy for miles around has been engaged upon the defences. Their labor has not been in vain.

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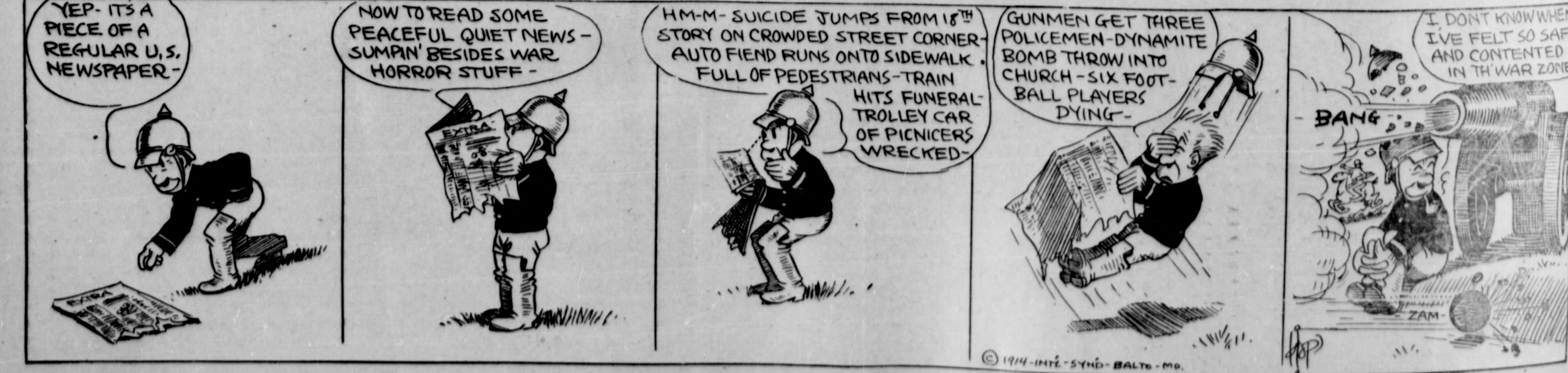
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I DON'T KNOW WHEN I'VE FELT SO SAFE AND CONTENTED IN TH' WAR ZONE

BANG

ZAM

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