

THE DAILY MAIL

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WANT CLEANER POLITICS.

"I believe that we have arrived at a time when the people of Canada want cleaner politics. I have never believed it necessary to be dishonest in public life, while being honest in private life. I believe the people of Canada are looking for better things, and are expecting service from the public men, men who occupy positions of trust in the different. And never in the history of Canada has there been a more opportune season than while this struggle is on. Let us have cleaner politics and more honest business in the conduct of our public affairs."—Premier Norris, of Manitoba, at London, Ont.

MESSAGE TO YOUNG MEN.

"After a long life I shall remind you that already many problems rise before you; problems of race division, problems of creed differences, problems of economic conflict, problems of national duty and national aspiration. Let me tell you that for the solution of these problems you have a safe guide, an unfailing light, if you remember that faith is better than doubt, and love is better than hate.

"Banish doubt and hate from your life. Let your souls be ever open to the strong promptings of faith and the gentle influence of brotherly love. Be adamant against the haughty; be gentle and kind to the weak. Let your aim and your purpose, in good report or in ill, in victory or in defeat, be so to live, so to strive, so to serve as to do your part to raise the standard of life to higher and better spheres."—Sir Wilfrid Laurier at London, Ont.

THE AUSTRALIAN NAVY.

Australia, unlike Canada, owns a navy of its own and it has been doing splendid work for the Empire during the present war. The brilliant exploit of the cruiser Sydney in capturing and destroying the German commerce raider Emden in the Indian Ocean, thrilled the whole Empire, and there is other evidence of important contributions which the Australian navy has made to the security of the Empire in the present great crisis.

A correspondent of the Naval and Military Gazette gives the following account of the work of the Australian navy which will be read with great interest:

"Although the work of the Australian warships during this second year of the war has been less spectacular than before, its importance and value to the Empire have in no way diminished. In naval war, just as in land war of the older type, fighting occupies but comparatively a small part of the war's duration. The real work of the navy is persistent and arduous and is usually monotonous. It is blockading and patrolling, and occasionally conveying. It is preventive rather than destructive, and in this sort of work the Australian ships and crews have for the last year taken their full share. In most cases the work has been done in tropical climates. It has produced few palpable results in prizes or ships destroyed, but it has necessitated long periods of continuous steaming at sea, on apparently objectless 'sentry-go,' which try both ship and crew more severely than does the excitement of actual fighting, but is therefore all the more satisfactory when nobody tries to 'blind it,' and the patrol devoid of incidents is probably all the more effective.

"H. M. A. S. Australia, which reached England on Jan. 28, 1915, was at once attached to the Grand Fleet in the North Sea, and has since then been engaged in assiduous patrolling as the flagship of Vice-Admiral Pakenham. She was by ill-luck unable to take part in the Jutland battle. The two light cruisers, Sydney and Melbourne, have been engaged on more varied service. They have been employed on patrol and investigations which have taken them as far south as Montevideo and as far north as Nova Scotia. By the end of last year the Sydney had steamed well over 100,000 miles during her commission, in climates varying often sharply from the cold of the Canadian coast to the perpetual moist heat of the Gulf of Mexico. More than half of the Sydney's sea time has been spent in the tropics. In Canada the press laid some stress on the fact that war-

ships belonging to one of the great dominions of the Empire were allotted to patrol off the shores of the sister dominion at the other end of the world.

"H. M. A. S. Pioneer was engaged in somewhat similar work in the Indian Ocean. She was attached to the squadron that blockaded German East Africa and took an active part in many of its more exciting operations. From the time of her arrival off the African coast she was employed, in company with other ships, in watching the mouth of the Rufiji river, up which the cruiser Konigsberg had taken refuge and when in July, 1915, the monitors sent out from England entered the shallow river and succeeded in blowing up the enemy ship, the Pioneer was employed in assailing the German land defences at the river mouth. Later she visited Cape Town, and has since been used on regular patrol work, also taking part in several visits to and attacks on coast towns in the German colony."

But for the disgraceful compromise arranged between the Conservative leaders and the Nationalists in return for political support, Canada would now have fast ships of war patrolling the seas and rendering efficient service in the war. Had Canadian cruisers been on the job early in the war the German merchantman, Kron Prinz Cecelia, with \$10,000,000 in specie on board, would have experienced far greater difficulty in reaching an American port of refuge than was the case. With a fleet of fast Canadian cruisers and destroyers flitting about the Atlantic, the five ships sunk by a German U boat off Nantucket a few days ago would not doubt be still plowing the waves. Had the Laurier naval policy been carried out Canada would today have several well equipped shipyards, capable of turning out not only ships of war, but also of merchant vessels which would be of great service to the commerce of the empire, and be yielding handsome returns to their owners. Canada is without a navy today because of the compact entered into by the Borden government and its Nationalist allies, and for no other reason.

The Independent-Conservative Ottawa Citizen says: "Rumor has the Dominion general election day set for December 4. The carrying on of the King's government in Canada would seem to have been abandoned for a period. Where the government policy is neutral, as it is in the munitions industry, it would seem to be chaotic. Some way should be found either to end it or mend it." Don't worry, it will be ended when the people get the chance to vote.

Through Our Sieve

Now the furnace comes into its own.

What does an Indian know about summer weather, anyway?

How much peace for the heart a box of candy will buy!

Germans are still in France, but it's the cities they hold and not gay Paris that are in danger now.

Anyone who will believe all the tales of the "tanks" will swallow the Chaplin salary fable.

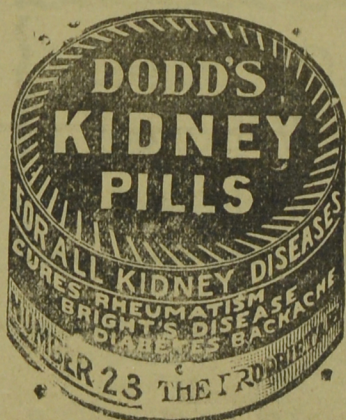
Another definition of love is that it is a strange mental condition which makes a woman prefer one man's yawns to another's flattery.

Figuring the number of times that the Germans have completely crushed it, the Russian army must have more lives than a cat.

It is extremely difficult to please a woman who doesn't know what she likes best of a turquoise ring and a sapphire lavalliere.

Striking Standard Oil employees at Bayonne refuse to compromise with the management, and demand full claims for increases. They know the price of gasoline.

General Von Kluck, now retired, is to spend his time as honorary commander of one of the Pomeranian regiments, a more promising berth than trying to get to Paris.



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BREMEN CARRIED PLAGUE SERUM

Baltimore, Oct. 24.—Paul G. Hilken, American manager of the merchant submarine, admitted today that the Bremen was a month overdue, and that he feared an accident had happened to the ship and that she has been lost with all her crew.

In addition to a larger cargo of dyestuffs than the Deutschland brought, and medicines badly needed in America, the Bremen is said to have been bringing to this country a serum for infantile paralysis which had been tried in Germany and found effective.

Cables from Amsterdam say that the people of the city of Bremen, where the greater number of the crew of the submarine lived, are mourning as dead the men who were on the boat.

"It is true," said Mr. Hilken, "that the Bremen is a month overdue and that we are inclined to believe that she has been lost. It is altogether possible that the U-53 crossed the Atlantic in search of the Bremen, since the captain asked about the Bremen immediately on his arrival.

"I do not believe the Bremen was captured. If the English had captured her they would have announced it long ago. I know that Germany has lost only 11 submarines from all causes since the war began. The British captured one and one mine layer. They promptly announced these captures.

"There was only one Bremen. There was no truth in the report of another which left Germany before this boat disappeared."

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PHYSICIANS GATHER AT HEALTH CONFERENCE

Cincinnati, O., Oct. 24.—About 1,000 physicians, health officers, social workers and others interested in public health, were present when the forty-fourth annual convention of the American Public Health Association was called to order here today.

The sessions will continue for four days.

Dr. Frederick Mentzambert, director general of public health of the Dominion of Canada, and Dr. E. P. La Chappelle, of the Provincial Board of Health, Province of Quebec, attended the opening meeting.

The study of infantile paralysis and its prevention will be taken up by the convention, as will also various phases of public health work.

French Capture German Fortress

PARIS, Oct. 24.—In a powerful series of attacks on the Verdun front, the French have captured the village and fort of Douaumont, advanced beyond the Thiaumont Work and farm, and occupied also the Haudremont quarry, north of Verdun, according to the bulletin issued by the War Office tonight.

The prisoners captured and counted thus far number 3,500.

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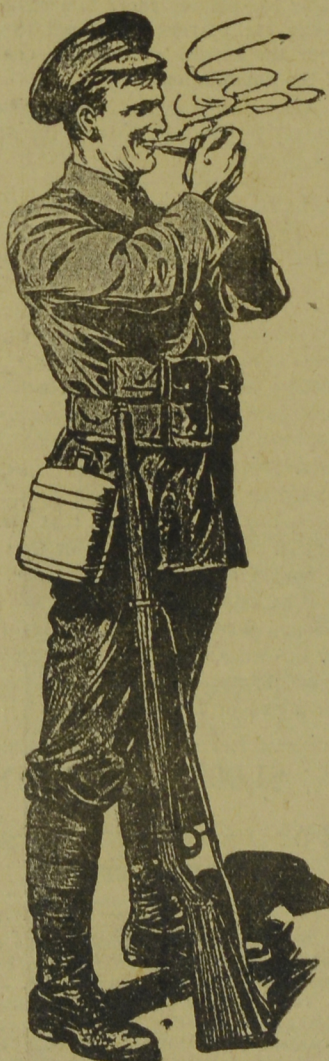
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