Interesting Old World News

CHURCHILL CALLED ENGLAND'S REAL ENIGMA

[By Latest Mail]

LONDON.—The enigma of British politics today is Winston Churchill. Public interest in the issues that divide the two principal parties is steadily decreasing. In its place there has arisen a maze of personalities and violent sympathies and antipathies for individual leaders.

Party platforms no longer have the weight they carried even a few months ago. Tariff reform is being prepared for a decent burial. Home rule, by the English voter, is accepted as inevitable. Both Liberals and Conservatives agree that the antiquated land laws must be changed. The menace of war in Europe is too real to admit any serious differences as to the advisability of keeping up a gigantic navy. And as the party questions dwindle, the personality of the opposing leaders take on a new and vivid attraction for the public—all of which promises to make of Winston Churchill an even greater figure in English life than his best friends prophesied.

At First Unpopular.

Lady Randolph Churchill's son has held up his cards well and he has still to put them on the table. When he deserted the sinking ship of the Unionist party and became a Liberal minister, he was, probably, the most unpopular member of the house of commons. His former associates never tired of flinging "Judas Iscariot" in his teeth, and his new allies openly mistrusted the genuineness of his conversion. He was generally considered to be a young man of unbounded ability, utter lack of principle, and only in politics for what he could make out of them. His aggressiveness in his defense against these attacks heightened his unpopularity.

His first real bid for a hold upon the public was when he fought under the fiery mantle of Lloyd-George. He seemed to have caught the enthusiasm of that orator and his speeches began to sway crowds that formerly were only impressed by his cleverness. In this way his own party began to share the conviction of his audiences that at last Winston Churchill was sincere. He became the "alter ego" of the chancellor of the exchequer, although always a little overshadowed by that versatile Welshman.

Changes His Tactics.

The great change came when Churchill took charge of the navy. By this time he had learned that, while he might share the control of Demos with Lloyd-George, he could never oust the chancellor from his throne. He changed his tactics, and with such success that today he is recognized as a great administrator. His supporters and many of his bitterest opponents proclaim him a statesman. This impression has been mainly created by the studiously fair and non-partisan attitude young Winston Churchill—he is only 39—has adopted in the house of commons and elsewhere in connection with all naval matters. Critics on both sides, imperialists who wanted more money spent and socialists who deplored the existence of any navy at all, have been answered in great detail and with much sweet reasonableness. Bitter personal feuds in the navy itself have been healed by this diplomatic first lord of the admiralty, who, though a soldier by training, quickly grasped an amazing knowledge of naval affairs. Far-reaching changes have been inaugurated, yet, in the navy itself no first lord has ever been so popular. A new Winston dawned on the political horizon. Calm and wise administration, without any suggestion of cocksureness, took the place of pessimistic rhetoric and bitter invective.

Lloyd-George Loses.

While the transformation was in progress Winston Churchill's former ally and model was suffering from the faults of impulse. The wave of popularity which enabled Lloyd-George to pass almost any legislation that he liked ebbed, as the public suffered from the effects of hasty news or had to pay for what they expected would be free. Marconi scandals gathered in thick clouds and Lloyd-George, with his back to the wall, had to fight for his political existence. And while the fate of this picturesque figure hung in the balance, the whilom fiery Winston Churchill was absent inspecting his battle fleets or silently concocting some new scheme of imperial defense. He was far too busy to take part in such paltry squabbles as centered around the honesty of one or two of his fellow cabinet ministers. War was not only in the air, but actually proceeding in Europe. The ideal first lord of the admiralty must not be distracted from his guns.

Another cabinet minister was also busy with the affairs of the nation. That was Sir Edward Gray. He kept studiously aloof from the passion that [illegible] the house of commons and the country over the Marconi scandals. As Edward Grey pulled the strings of Europe so that peace came instead of great war that once seemed inevitable, he was hailed on all sides as next prime minister. Everything pointed to him as the legitimate successor to Asquith, who is notoriously tired of office. And then, at the last moment, at the last hour, to be exact, Edward Grey flung himself into the Marconi fray. Ostensibly an impartial and, therefore, powerful defender of Lloyd-George and Rufus Isaacs, he failed to effect any purpose, and pleased neither party. The methods which had averted a European war fell flat on a parliament stirred by personal and party passion. In one speech on the Marconi issue Sir Edward Grey lost almost all the prestige he had won by his foreign diplomacy.

Winston Churchill made no such mistake, and by silence put himself in the direct line to become the first son of an American mother to be prime minister of the United Kingdom. He rose to an amazing pinnacle of respectability. A Unionist member, having grown accustomed to the daily innuendoes made by the leaders of his own party against the honesty of cabinet ministers, asked a harmless little question suggesting that Winston Churchill might have been entertaining rather freely on the admiralty's official yacht. In addition to an emphatic denial from the first lord himself, this unfortunate Unionist received severe reproof from the Times and other newspapers of his own party for daring to suggest that such a praiseworthy administrator could be guilty of such an action.

In the eulogies which this incident evoked from his political foes Churchill, with his quick intuition, scented danger. Lloyd-George had been acquitted by the house of commons of any dishonorable action. It was now time for the first lord to speak. Continued silence and too much praise from his opponents might hurt him with his own supporters. So at the love feast which the Liberal party organized the other day to celebrate the rehabilitation of Lloyd-George, there duly appeared Winston Churchill. He made just the kind of speech his party wanted. With all the fervor that marked his former electioneering speeches he championed the cause of the maligned chancellor of the exchequer. But he was no longer the disciple. He was the apostle, magnanimously urging the country to overlook the minor fault and still believe in the splendid qualities of the man who took a little flutter in Marconis. Lloyd-George must have writhed under the righteous patronage, but it was so cleverly done that it could not be resented.

Has Attained Power.

With this last stroke Winston has put himself into a stronger position than any member of the present British government, excepting, of course, Asquith himself. His attitude upon almost any current topic has more weight both in and out of the house of commons than any of his fellow cabinet ministers. He has secured the confidence of the imperialists, he has got what is a priceless advantage in England, namely being considered "sound," and he has not antagonized the more advanced and socialist of his followers. Yet he is more of an enigma than ever.

SPLENDOR AND POMP ARE GONE FROM VATICAN

[By Latest Mail]

ROME.—The tenth anniversary of the election of Pius X to the throne of St. Peter, also the anniversary of his coronation, were observed at the vatican this week in a much quieter way than in former years when the Pope was in better Health and his activity as a reformer was at its zenith.

This year the reorganization which the papal court is undergoing has become very noticeable.

To say that the old conservative Roman element of the court, the papal nobility and a large army of vatican office holders are mourning the days of yore, and that deep dissatisfaction exists among the Curia prelates is to state only a part of the truth.

Prelates who reached the highest rank in the church under Leo XIII make some sad reflections over the change and the passing of the splendor of the court.

Pope Dislikes Display.

One of the traits of the Pope's character, which has endeared him to exalted and humble alike, is the extreme simplicity of his life and his abhorrence of gorgeous ceremonies when not intended to do honor to God, but naturally this policy, although strongly supported by the clergy at large, has found few sympathizers among those connected with the court.

The press, still devoted to the memory of the great Pope, has been drawing some sharp comparisons between the way the anniversaries used to be celebrated under Leo and that in vogue now.

Under Leo coronation days were occasions of gorgeous ceremonies, intended to convey to the enemies of the church a concrete idea of the Pope's power on earth. On coronation day Pope Leo would receive the diplomatic corps sitting on his gold and jewel-studded throne, assisted by the heads of the two oldest princely families in Rome, Prince Colonna and Prince Orsini, surrounded by all the members of the Sacred College, who were summoned to Rome.

Uniforms at the Court.

The vatican presented a spectacle with the militia in gala uniforms, prelates of all ranks in picturesque robes, the heads of many religious orders, civilians wearing insignia of offices and court robes, forming an ensemble which would hardly be surpassed by any other court.

Today the gorgeousness and splendor have almost disappeared from the papal court. Ever since his election one of the features of the policy of Pius X has been the steady curtailment of expenses and the abolition of offices which the changed times and the new state of things have rendered obsolete and merely decorative.

FRANCE TO AID COLONIES WITH HARBOR LOANS

[By Latest Mail]

BORDEAUX, France.—It would appear that at last something is going to be done for the French colonies. Recommendations have been so often made in the past without result, but the authorities now seem to be bestirring themselves and giving matters their atteution.

The French colonial system is by no means perfect, and in fact in some respects it leaves much to be desired. In certain of the French possessions conditions compare very unfavorably with those in the colonies of neighbors, but the present government seems determined to remedy matters to a considerable extent, and moreover act promptly. One of the chief reasons for the present backward state of affairs is the difference of opinion that so often exists between the mnisters at home and the colonial governments, which frequently spells delay in matters of pressing necessity.

The scheme which the minister for the colonies has just explained in detail to the commission for external affairs includes the creation of harbors in the colonies, and especially the improvement of some of those already in existence, which for one reason or another, such as the increase of trade or the development of the mercantile marine, are no longer sufficient for present needs.

Colonies Will Pay.

The cost of the projected works will be partly defrayed locally, except in such colonies where everything remains to be done, or partly borne by the home government. The latter share, however, will be only a small one, some of the colonies in fact having complete financial autonomy.

Among the works to be shortly put in hand are those in connection with the great colony of Madagascar and her port of Tamatave, the improvements of which have been delayed for years owing to simple financial misunderstandings between the home and colonial authorities.

The island of Madagascar is one of France's most prosperous possessions, both economically and financially. According to a ministerial report the surplus of receipts from 1909 to 1912 has progressed continually. In 1909 the surplus amounted to 3,538,000 francs, and reached by the end of 1912 nearly 6,000,000 francs, having thus doubled in the meantime. Trade in general went up from 61½ in 1909 to nearly 111 millions in 1912, and still better results are looked for.

Madagascar is chiefly agricultural, and produces the most varied commodities. Her production increases each year and in spite of lower rates the profits of the railways rise simultaneously with the volume of trade.

On the other hand a great drawback is the almost complete isolation of this island from the rest of the world, owing to the want of a port to properly handle her productions.

Tamatave to be Port.

It is to remedy this that the creation of the port of Tamatave has been decided on by the ministry for the colonies and the government of Madagascar. It will cost 15 millions, which will be paid from the profits realized by the colony and also from the present cash reserves which exceed 10 millions. Demands have been made by a representative of a neighboring island that this work shall be carried out as rapidly as possible, this island in common with others being obliged at present to draw her supplies from abroad, instead of from Madagascar, owing to the lack of a port of shipment.

The commission for external affairs has also been occupied with the schemes for the improvement of the port of Djiboutil, the capital of French Somaliland, on the Gulf of Aden. Situated at the exit from the Red Sea and on the route to India, Djiboutil is destined to become as prosperous as her neighbors Aden and Obuk. The near completion of a railway establishing communications with the capital of Ethiopia will make of her the emporium and port of shipment for the produce of these countries, or give her a trade that will rival that of any of her neighbors.

DJIBOUTIL PROSPERING.

The financial state of Djiboutil is as prosperous as that of Madagascar, but it is only the finishing of this railway, in which France has heavily invested, that will make of the port the great French center in the Red sea. The works that will be required will be considerable, as a harbor will have to be constructed in which ships of any tonnage can berth, and even load alongside the wharves. In this instance, too, it is the colony that will cover the cost in her budget, the required outlay being estimated at f.8,000,000.

Mention was recently made of the works required in the French colony of Tahiti, half way between Panama and Australia. These have been definitely decided on, but in this case the entire cost will be borne by the state, the colony being unable to contribute owing to her present insignificant volume of trade. Four lighthouses to mark the route to be followed through the archipelago will be finished next year as well as a wireless station radiating on the Pacific. Moreover the Tahiti channel will be dredged to a depth of 13 meters to allow any vessel entering. This new port of call, on account of its exceptional position, has a great future before it.

DUELLING IS STILL THRIVING IN GERMANY

[By Latest Mail]

BERLIN.—In the twentieth century the duel is still a thriving social institution in Germany. Affairs of honor are far more numerous than the newspapers would lead us to suppose. Only duels between officers, which usually end in the death of one of the combatants, or between antagonists of some note, get into the papers. Duelling in the army is really rare. The protests we hear in the Reichstag against the abuse of the duel in the army usually have to do, not with a fight, but with the enforced resignation of some officer because he declined to fight. In most cases he is a reserve officer; for a man who was resolved on moral or other grounds not to fight a duel would hardly take the trouble to become an active officer. In the case of military duels, the weapons are generally pistols, and the affair must end very seriously for one of the combatants, for the honor of the army cannot be satisfied with scratches and damaged shirt cuffs such as might suffice for civilians. Indeed, blood-letting is a feature of all German duels. Most of them are not more dangerous than a bout with bare fists, but blood must be shed.

Throughout the length and breadth of Germany all educated men are "capable" of demanding and giving satisfaction. Quite frequently they avail themselves of the privilege. Pistols and sudden death are by no means a necessary concomitant of the duel, a fact which probably accounts for its survival. What happens in most cases is a quarrel in a cafe between two gentlemen who have not been drinking coffee, and an exchange of abuse. Suddenly, one of the pair considers himself insulted and proffers his card. The other returns the compliment with great dignity, and they separate. The next day the gentleman who reached first for his card case must send a friend with a challenge, usually to sabers, to his opponent.

The Measure of Protection.

A court of honor has to decide whether a fight is necessary, and under what conditions. It decides probably that honor can only be satisfied by a "severe" sabre Mensur. The two men meet, inflict shallow cuts on each other until the doctor thinks as much blood as he cares to answer for has been shed, and then shake hands. Honor is satisfied. Duels of this kind are of daily occurence. They vary in gravity from the student Mensur, in which the combatants are so guarded and bandaged that they can only be cut about the cheeks and the top of the head, to the "Mensur sine sine," in which the two antagonists meet stripped to the waist and without any kind of protection. This description of duel is only allowed in the grovest cases, as a fatal wound may easily be given under such conditions, and one of the objects of the courts of honor in settling civilian affairs of honor is to avoid explanations with the public prosecutor. Between the severe Mensur and the "Mensur sine sine" (that is, "without," bandages being understood) is the "Mensur sine," in which only the neck is bandaged, so that the jugular artery is protected. Honorable scars are the only result in the majority of cases. Probably the desire to possess them on the part of the challenger is the most frequent reason for such encounters. It is always easy to pick a quarrel, and extremely difficult for the challenged party to refuse satisfaction.

FAVOR WOMEN IN FRENCH ARMY

PARIS—Madame Dieulafoy, who has permission from the French government to wear man's attire, lays down some logical military consequences which must follow, she says, from the suffragette movement.

Madame Dieulafoy is not a mere eccentric in dress. She is a distinguished explorer and authoress. She says:

"One of the results of the suffragette movement is that women must assume many responsibilities which formerly belonged to men. Certain positions in the army should be assumed by them. They should take over all the work of the nurses in the army.

In time of war 40,000 male attaches of hospitals could be replaced by women here in France. This will add a good-sized army corps to the fighting material of the country.

"I would even favor compulsory hospital training for women with a view to their service as field nurses in time of war. Here is a rough draft of a bill to meet the situation:

"Every woman of 20 years, married or unmarried, shall serve six months in the hospitals. In every subsequent year until she is 45 years old she shall serve three weeks in the hospital.

"Women with children under 7 years of age shall be exempt.

"Women with more than three children shall be exempt from all further hospital service."

It is also proposed that women should take the place of men in the commissariat departments and that they should serve as cooks, tailors and seamstresses in the field. They might even be secretaries and typists of generals in command.

The movement to help the army appeals to French women, although they by no means favor the English suffrage system. We are likely to have female conscription here in France.

Cadillac 1914

The following is the much looked for 1914 Cadillac announcement, and it shows that Cadillac leadership in scientific motor car development is once more strikingly demonstrated:

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Each year you have looked to the Cadillac for the real and substantial progress in motor car development.

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The Cadillac Delco electrical system of automatic cranking, lighting and ignition, the first practical system ever made and first introduced by us, has, after experience with it on 27,000 Cadillacs, been still further developed, improved and simplified and the slight attention required from the user materially reduced.

The carburetor has been improved, its efficiency and its well-known economy increased. It is hot-water jacketed and electrically heated to facilitate starting in cold weather.

The rear springs are six inches longer.

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Front seat passengers may enter or leave the car at either side.

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ENGINE—4-cylinder, 4½-inch bore by 5¾-inch stroke; silent chain-driven cam shaft, pump shaft and generator shaft, enclosed valve mechanism. Five-bearing crankshaft. HORSEPOWER—40-50. Cooling—Water, copper jacketed cylinders. Centrifugal pump; radiator, tubular and plate type. IGNITION—Delco dual system. CRANKING DEVICE—Delco Electrical, patented. LUBRICATION—Cadillac automatic splash system, oil uniformly distributed. CARBURETOR—Special Cadillac design of maximum efficiency, hot water jacketed and electrically heated, air controlled from driver's seat. CLUTCH—Cone type, large, leather-faced with special spring ring in fly wheel. TRANSMISSION—Sliding gear, selective type, three speeds forward and reverse. Chrome nickel steel gears running on five Annular ball bearings. CONTROL—Hand gear change lever and hand brake lever at driver's right, inside the car. Service brake, foot lever. Clutch foot lever. Rear axle gear control, electric switch. Throttle accelerator, foot lever. Spark and throttle levers at steering wheel. Carburetor air control, hand lever on steering column. DRIVE—Shaft, to two sets of bevel gears of special cut teeth. AXLES—Rear, full floating type; special alloy steel live axle shaft; two speed direct drive. Front axle, drop forged I beam section with drop forged yokes, spring perches, tie rod ends and roller bearing steering spindles. Front wheels fitted with Timken bearings. BRAKES—One internal and one external direct on wheels, 17 inch by 2½ drums. Exceptionally easy in operation, both equipped with equalizers. STEERING GEAR—Cadillac patented worm and worm gear sector type, adjustable. 18-inch steering wheel with walnut rim aluminum spider. WHEEL BASE—120 inches. TIRES—36-inch by 4½-inch; Q. D. demountable rims. SPRINGS—Front, semi-elliptical. Rear, three-quarter platform. FINISH—Calumet Green with gold stripe. STANDARD EQUIPMENT—Cadillac top, windshield, full lamp equipment, gasoline gauge, electric horn, power tire pump, foot rail and cocoa mat in tonneau of open cars, robe rail, tire holders, set of tools, tire repair kit, Warner Autometer.

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