

Wilson to Get First View To-day of War Havoc Near Rheims

President to Tour Surrounding District in Army Auto; Effect of Scene on Him Is Discussed; Goes to Opera

PARIS, Jan. 25.—President Wilson will have his first view of the havoc wrought in Northern France by the Germans to-morrow. On that day he will make the first of a series of short trips by going to Rheims, from which city he will tour the surrounding district in an army motor car.

Later the President expects to make another visit to the battle area, probably the region of Verdun. He will go on a Sunday or some other day between the sessions of the peace conference when he feels he is not taking the time he thinks he should devote to business.

The President will take a very small party. It will include Mrs. Wilson, Rear Admiral Grayson and a French army officer familiar with the field and military operations that took place there and who will explain the situation to the President as they go along.

Although the President has been strongly urged by the French authorities to visit the devastated districts as one of the first events of his visit to France, he has not considered that he has had the time until now. His views on the question of reparation by Germany have been fairly well defined by those about him, and what effect, if any, his visit to the ruined regions may have on his opinions in that regard is the subject of lively discussion among Frenchmen.

President Goes to Opera

President Wilson went to the opera last night to see a performance of "Cantor and Polux." It was the first time he had gone to a regular performance since he left Washington, six weeks ago. The President took with him a very small party, including Henry White, General Bliss and Rear Admiral Grayson.

The performance was put on in gala fashion and the audience apparently was a holiday one. Most of those present obviously came for two things—to see the President of the United States and the opera.

The music of the vast auditorium was taken up by persons of official rank, there was still room for the public, which waged a merry war all day long with ticket speculators, who probably reaped a harvest, as prices reported by Americans who sought seats, were four or five times the normal.

The President and his party occupied one of the principal boxes and they were the cynosure of all eyes. When the President entered he received a tremendous demonstration. "The Star Spangled Banner" was sung, and then the "Marseillaise" after which the performance began.

Once between the acts the President and Mrs. Wilson went behind the scenes and shook hands with the principals of the chorus and ballet.

Tea Was Great Event.

The "tea" given at the Paris White House Friday was an event the like of which the French capital probably had never seen. It was especially and exclusively for the working men and women who surround the President and Mrs. Wilson during their stay here. Its purpose was to make them feel that they were members of the official family, no matter what their occupations.

The undermen who guard the great palace gates, the gruff sergeants and chauffeurs who patrol the Presidential cars about the streets as a happy relief from dispatch riding at the battlefield, American telephone girls who operate the private exchange and in native fashion frequently protest that "the line is busy," all were there.

Some were bashful, some were completely overcome by stage fright, while others fell quite at home, as they were received in democratic fashion and made to feel at home in the drawing rooms of the magnificent palace.

The President and Mrs. Wilson acted as hosts for an hour.

The sergeant of the French guard gallantly and bravely introduced his men, as did the sergeant of the American guard. The telephone girls assisted their hostesses in pouring tea and receiving the other guests.

For the native guests chocolate was substituted for tea, but the Americans took real tea with cakes. The President and Mrs. Wilson said afterward that the social venture was a genuine success. Their guests said they were much pleased at their reception.

Alfonso on Name Day Says Spain Faces New Sacrifices

PARIS, Jan. 25. King Alfonso's name day, January 25, was celebrated this year with exceptional solemnity, reports from Madrid show.

Replying to speeches of the President of the two Houses of the Cortes, the King dwelt on the critical period through which Spain was now passing while engaging in the great work of reconstruction, together with the rest of humanity that had suffered from the great war. He added that calm had not been restored and declared that new sacrifices must be borne with for the sake of the welfare of the nation. The celebration was marked by much enthusiasm.

ARTISTS' CHU CHIN CHOW BALL

In the Newly Decorated and Newly Ventilated Ball Room
HOTEL DES ARTISTES 1 W. 67th

JAN. 31
Pageant Players

La Boska Smirnova Evan Burroughs Fontaine

Meina Irvén, Kitty Donner, Ruth Dole, Elizabeth West, Wenona Wilcox, Rebecca Cauble, Jeanne and Marjorie Redfern, Paula Mataner

THE GOLDEN APPLE AWARDED TO THE MOST BEAUTIFUL WOMAN

JUDGES: CHARLES DANA GIBSON, JAMES MONTGOMERY FLAGG, HARRISON FISHER, HOWARD CHANDLER CHRISTY AND PENNY STANLAWS

If you have Youth and the Spirit of Carnival you are welcome to this Rite of Merit; if not, then lay this invitation on the Shelf of Neglected Opportunities.

Tickets by Application Only at 1 W. 67th. Limited to 1,000.

ERNEST ANDERSON, Chairman. Phone Col. 4204.

British Applaud U. S. Aid, Says Lloyd George

LONDON, Jan. 24.—In an autographed message to British newspapermen in support of a victory matinee to be given at the London Coliseum on February 2, under the auspices of the National Union of Journalists, Premier Lloyd George writes:

"The British nation is full of admiration and gratitude for the way in which the United States took her part in winning the victory for the freedom of the world and the welfare of mankind. This cooperation has served to give additional and permanent strength to the bonds of friendship and sympathy which exist between the people of the United States and those of the British Empire."

It is proposed by the Journalists' Union to offer the Premier's letter for sale at a New York theatre simultaneously with the sale of an autographed copy of President Wilson's "fourteen points" at the Coliseum here.

Canadian Press Is Favorable to Plea For Place in League

MONTREAL, P. Q., Jan. 25.—Canadian newspapermen devote much attention to Canada's application for independent membership in the forthcoming league of nations. Most of the leading dailies, including the French, warmly approve of the demand put forward by Sir Robert Borden and the premiers of the other self-governing British dominions.

"The Montreal Star" declares the demand will meet with warm approval among the people of these dominions.

"Such membership will represent to them the legitimate recognition of the important part which each and all of them played in the great struggle which has just come to a close," it says.

"Membership in the league of nations is another of those great steps toward the realization of the British Empire as 'a league of nations' in itself. The war has played an enormous part in the development of this conception. Under the terrific strain which it imposed latent potentialities crystallized into realities, and of this development the end is not yet.

"One of the next steps in this development of autonomy may be no man can say. It is quite possible that, as the cables suggest, it may take the form of a demand that the dominions shall in future have the right to a voice in the foreign policy of the British Commonwealth as it affects their interests. If that view should be put forward in due course by the overseas statesmen, it is wholly probable it would be given the sympathetic consideration that has been accorded their other legitimate demands. That, however, is a matter for the future to determine."

"The Montreal Gazette" is not so enthusiastic.

"The demand is a natural sequel to the talks at conferences of representatives of the units of the empire held in past years," it declares. "If, then, as a matter of development of ideas which the gatherings encouraged, was asserted the theory that the constitutional relations of the component parts of the British Empire should be based on the full recognition of the dominions as autonomous nations of the imperial Commonwealth. From such a groundwork much could be claimed and conceded.

Montreal Papers Declare Independent Membership Is Only Just Due for Part Taken in War

"The demand is a natural sequel to the talks at conferences of representatives of the units of the empire held in past years," it declares. "If, then, as a matter of development of ideas which the gatherings encouraged, was asserted the theory that the constitutional relations of the component parts of the British Empire should be based on the full recognition of the dominions as autonomous nations of the imperial Commonwealth. From such a groundwork much could be claimed and conceded.

Is an Advanced Step

"The demand that at the peace conference the colonies shall have delegates sitting as their representatives on the same plane as those of the successful belligerent nations is a far step in advance.

"As conditions are now, the consent of other powers besides Great Britain appears to be necessary to the conceding of the claim. It may not be conceded. To have the colonies represented independent of the United Kingdom and of each other might present a situation in which some of them might assert views divergent from or opposed to those of the government at London; and such a condition might make for disruption rather than union.

"L'Evenement," a Quebec French-Canadian daily noted for its loyalty during conscription troubles, says:

"It was unavoidable that some day a young nation like Canada would seek full measure of liberty, political and commercial. We have enjoyed in the British Empire internal autonomy, but from the point of view of external relations Canada is only a colony, although for some years the British government has allowed us more latitude in treaties of commerce."

"L'Evenement" reminds its readers that the problem is a delicate one for French Canadians, as they have certain historic privileges guaranteed by the crown and constitution. Accordingly it demands that if the Versailles conference is to study the question of Canada's future status the French-Canadian race must be represented.

Wilson's "Free Seas" Plan Impossible, Says Briton

Means Destruction of Naval Power, and Allies Never Will Accept It, Declares Sir Joseph Cook, Who Insists That the Ocean Must Be Policed

NEW YORK TRIBUNE Special Cable Service
Copyright 1919, New York Tribune Inc.
PARIS, Jan. 25.—The following statement, which may be taken substantially as the British official view on the subject of the freedom of the seas, was prepared by Sir Joseph Cook, formerly Prime Minister and now Minister of the Navy for Australia, who is one of the British delegates to the peace conference:

"Long experience, dating from the time of the Armada and rebuffed in the present war, has taught Great Britain that her very existence as an empire depends upon unimpeded sea power. It is therefore natural that she should be anxiously interested in the second of President Wilson's fourteen points, upon which the Allies have reserved complete liberty of action.

Oceans Are Highways

"Ours is a maritime empire, and the oceans are our highways. By them we move, live and have our being as the British Commonwealth of nations. The trouble is that no one knows precisely what 'freedom of the seas' means. It is one of those phrases that depend upon the speaker and the point of view. Count von Reventlow said freedom of the seas meant for Germany German domination of the seas and the surrender by Great Britain of such points as Gibraltar, Malta and Aden.

"A recent American speaker has said that from the American point of view freedom of the seas means that the seas should be such that the United States can compete successfully with the mercantile marine of other nations.

British View Given

"But our people point out that the British navy had made and kept the seas free in times of peace by challenging and defeating the claims of Portugal and Spain, and later of the Low Countries, to a monopoly of navigation in certain oceans, and by subsequently sweeping piracy from the seas of the world.

"In this war the power of the British navy once more saved our common civilization and protected our standards of liberty and freedom. These are the hard, compelling, challenging facts which must be met and overcome before a demand for a change can be made good.

"The second clause in the fourteen points is in the following terms: 'Absolute freedom of navigation upon the seas outside of territorial waters alike in peace and war, except as the sea may be closed in whole or in part by international action for the enforcement of international covenants.'

"One of the next steps in this development of autonomy may be no man can say. It is quite possible that, as the cables suggest, it may take the form of a demand that the dominions shall in future have the right to a voice in the foreign policy of the British Commonwealth as it affects their interests. If that view should be put forward in due course by the overseas statesmen, it is wholly probable it would be given the sympathetic consideration that has been accorded their other legitimate demands. That, however, is a matter for the future to determine."

"The Montreal Gazette" is not so enthusiastic.

"The demand is a natural sequel to the talks at conferences of representatives of the units of the empire held in past years," it declares. "If, then, as a matter of development of ideas which the gatherings encouraged, was asserted the theory that the constitutional relations of the component parts of the British Empire should be based on the full recognition of the dominions as autonomous nations of the imperial Commonwealth. From such a groundwork much could be claimed and conceded.

Wilson's "Free Seas" Plan Impossible, Says Briton

Means Destruction of Naval Power, and Allies Never Will Accept It, Declares Sir Joseph Cook, Who Insists That the Ocean Must Be Policed

NEW YORK TRIBUNE Special Cable Service
Copyright 1919, New York Tribune Inc.
PARIS, Jan. 25.—The following statement, which may be taken substantially as the British official view on the subject of the freedom of the seas, was prepared by Sir Joseph Cook, formerly Prime Minister and now Minister of the Navy for Australia, who is one of the British delegates to the peace conference:

"Long experience, dating from the time of the Armada and rebuffed in the present war, has taught Great Britain that her very existence as an empire depends upon unimpeded sea power. It is therefore natural that she should be anxiously interested in the second of President Wilson's fourteen points, upon which the Allies have reserved complete liberty of action.

Oceans Are Highways

"Ours is a maritime empire, and the oceans are our highways. By them we move, live and have our being as the British Commonwealth of nations. The trouble is that no one knows precisely what 'freedom of the seas' means. It is one of those phrases that depend upon the speaker and the point of view. Count von Reventlow said freedom of the seas meant for Germany German domination of the seas and the surrender by Great Britain of such points as Gibraltar, Malta and Aden.

"A recent American speaker has said that from the American point of view freedom of the seas means that the seas should be such that the United States can compete successfully with the mercantile marine of other nations.

British View Given

"But our people point out that the British navy had made and kept the seas free in times of peace by challenging and defeating the claims of Portugal and Spain, and later of the Low Countries, to a monopoly of navigation in certain oceans, and by subsequently sweeping piracy from the seas of the world.

"In this war the power of the British navy once more saved our common civilization and protected our standards of liberty and freedom. These are the hard, compelling, challenging facts which must be met and overcome before a demand for a change can be made good.

"The second clause in the fourteen points is in the following terms: 'Absolute freedom of navigation upon the seas outside of territorial waters alike in peace and war, except as the sea may be closed in whole or in part by international action for the enforcement of international covenants.'

"One of the next steps in this development of autonomy may be no man can say. It is quite possible that, as the cables suggest, it may take the form of a demand that the dominions shall in future have the right to a voice in the foreign policy of the British Commonwealth as it affects their interests. If that view should be put forward in due course by the overseas statesmen, it is wholly probable it would be given the sympathetic consideration that has been accorded their other legitimate demands. That, however, is a matter for the future to determine."

"The Montreal Gazette" is not so enthusiastic.

"The demand is a natural sequel to the talks at conferences of representatives of the units of the empire held in past years," it declares. "If, then, as a matter of development of ideas which the gatherings encouraged, was asserted the theory that the constitutional relations of the component parts of the British Empire should be based on the full recognition of the dominions as autonomous nations of the imperial Commonwealth. From such a groundwork much could be claimed and conceded.

Wilson's "Free Seas" Plan Impossible, Says Briton

Means Destruction of Naval Power, and Allies Never Will Accept It, Declares Sir Joseph Cook, Who Insists That the Ocean Must Be Policed

NEW YORK TRIBUNE Special Cable Service
Copyright 1919, New York Tribune Inc.
PARIS, Jan. 25.—The following statement, which may be taken substantially as the British official view on the subject of the freedom of the seas, was prepared by Sir Joseph Cook, formerly Prime Minister and now Minister of the Navy for Australia, who is one of the British delegates to the peace conference:

"Long experience, dating from the time of the Armada and rebuffed in the present war, has taught Great Britain that her very existence as an empire depends upon unimpeded sea power. It is therefore natural that she should be anxiously interested in the second of President Wilson's fourteen points, upon which the Allies have reserved complete liberty of action.

Oceans Are Highways

"Ours is a maritime empire, and the oceans are our highways. By them we move, live and have our being as the British Commonwealth of nations. The trouble is that no one knows precisely what 'freedom of the seas' means. It is one of those phrases that depend upon the speaker and the point of view. Count von Reventlow said freedom of the seas meant for Germany German domination of the seas and the surrender by Great Britain of such points as Gibraltar, Malta and Aden.

"A recent American speaker has said that from the American point of view freedom of the seas means that the seas should be such that the United States can compete successfully with the mercantile marine of other nations.

British View Given

"But our people point out that the British navy had made and kept the seas free in times of peace by challenging and defeating the claims of Portugal and Spain, and later of the Low Countries, to a monopoly of navigation in certain oceans, and by subsequently sweeping piracy from the seas of the world.

"In this war the power of the British navy once more saved our common civilization and protected our standards of liberty and freedom. These are the hard, compelling, challenging facts which must be met and overcome before a demand for a change can be made good.

"The second clause in the fourteen points is in the following terms: 'Absolute freedom of navigation upon the seas outside of territorial waters alike in peace and war, except as the sea may be closed in whole or in part by international action for the enforcement of international covenants.'

"One of the next steps in this development of autonomy may be no man can say. It is quite possible that, as the cables suggest, it may take the form of a demand that the dominions shall in future have the right to a voice in the foreign policy of the British Commonwealth as it affects their interests. If that view should be put forward in due course by the overseas statesmen, it is wholly probable it would be given the sympathetic consideration that has been accorded their other legitimate demands. That, however, is a matter for the future to determine."

"The Montreal Gazette" is not so enthusiastic.

"The demand is a natural sequel to the talks at conferences of representatives of the units of the empire held in past years," it declares. "If, then, as a matter of development of ideas which the gatherings encouraged, was asserted the theory that the constitutional relations of the component parts of the British Empire should be based on the full recognition of the dominions as autonomous nations of the imperial Commonwealth. From such a groundwork much could be claimed and conceded.

Wilson's "Free Seas" Plan Impossible, Says Briton

Means Destruction of Naval Power, and Allies Never Will Accept It, Declares Sir Joseph Cook, Who Insists That the Ocean Must Be Policed

NEW YORK TRIBUNE Special Cable Service
Copyright 1919, New York Tribune Inc.
PARIS, Jan. 25.—The following statement, which may be taken substantially as the British official view on the subject of the freedom of the seas, was prepared by Sir Joseph Cook, formerly Prime Minister and now Minister of the Navy for Australia, who is one of the British delegates to the peace conference:

"Long experience, dating from the time of the Armada and rebuffed in the present war, has taught Great Britain that her very existence as an empire depends upon unimpeded sea power. It is therefore natural that she should be anxiously interested in the second of President Wilson's fourteen points, upon which the Allies have reserved complete liberty of action.

Oceans Are Highways

"Ours is a maritime empire, and the oceans are our highways. By them we move, live and have our being as the British Commonwealth of nations. The trouble is that no one knows precisely what 'freedom of the seas' means. It is one of those phrases that depend upon the speaker and the point of view. Count von Reventlow said freedom of the seas meant for Germany German domination of the seas and the surrender by Great Britain of such points as Gibraltar, Malta and Aden.

"A recent American speaker has said that from the American point of view freedom of the seas means that the seas should be such that the United States can compete successfully with the mercantile marine of other nations.

British View Given

"But our people point out that the British navy had made and kept the seas free in times of peace by challenging and defeating the claims of Portugal and Spain, and later of the Low Countries, to a monopoly of navigation in certain oceans, and by subsequently sweeping piracy from the seas of the world.

"In this war the power of the British navy once more saved our common civilization and protected our standards of liberty and freedom. These are the hard, compelling, challenging facts which must be met and overcome before a demand for a change can be made good.

"The second clause in the fourteen points is in the following terms: 'Absolute freedom of navigation upon the seas outside of territorial waters alike in peace and war, except as the sea may be closed in whole or in part by international action for the enforcement of international covenants.'

"One of the next steps in this development of autonomy may be no man can say. It is quite possible that, as the cables suggest, it may take the form of a demand that the dominions shall in future have the right to a voice in the foreign policy of the British Commonwealth as it affects their interests. If that view should be put forward in due course by the overseas statesmen, it is wholly probable it would be given the sympathetic consideration that has been accorded their other legitimate demands. That, however, is a matter for the future to determine."

"The Montreal Gazette" is not so enthusiastic.

"The demand is a natural sequel to the talks at conferences of representatives of the units of the empire held in past years," it declares. "If, then, as a matter of development of ideas which the gatherings encouraged, was asserted the theory that the constitutional relations of the component parts of the British Empire should be based on the full recognition of the dominions as autonomous nations of the imperial Commonwealth. From such a groundwork much could be claimed and conceded.

Wilson's "Free Seas" Plan Impossible, Says Briton

Means Destruction of Naval Power, and Allies Never Will Accept It, Declares Sir Joseph Cook, Who Insists That the Ocean Must Be Policed

NEW YORK TRIBUNE Special Cable Service
Copyright 1919, New York Tribune Inc.
PARIS, Jan. 25.—The following statement, which may be taken substantially as the British official view on the subject of the freedom of the seas, was prepared by Sir Joseph Cook, formerly Prime Minister and now Minister of the Navy for Australia, who is one of the British delegates to the peace conference:

"Long experience, dating from the time of the Armada and rebuffed in the present war, has taught Great Britain that her very existence as an empire depends upon unimpeded sea power. It is therefore natural that she should be anxiously interested in the second of President Wilson's fourteen points, upon which the Allies have reserved complete liberty of action.

Oceans Are Highways

"Ours is a maritime empire, and the oceans are our highways. By them we move, live and have our being as the British Commonwealth of nations. The trouble is that no one knows precisely what 'freedom of the seas' means. It is one of those phrases that depend upon the speaker and the point of view. Count von Reventlow said freedom of the seas meant for Germany German domination of the seas and the surrender by Great Britain of such points as Gibraltar, Malta and Aden.

"A recent American speaker has said that from the American point of view freedom of the seas means that the seas should be such that the United States can compete successfully with the mercantile marine of other nations.

British View Given

"But our people point out that the British navy had made and kept the seas free in times of peace by challenging and defeating the claims of Portugal and Spain, and later of the Low Countries, to a monopoly of navigation in certain oceans, and by subsequently sweeping piracy from the seas of the world.

"In this war the power of the British navy once more saved our common civilization and protected our standards of liberty and freedom. These are the hard, compelling, challenging facts which must be met and overcome before a demand for a change can be made good.

"The second clause in the fourteen points is in the following terms: 'Absolute freedom of navigation upon the seas outside of territorial waters alike in peace and war, except as the sea may be closed in whole or in part by international action for the enforcement of international covenants.'

"One of the next steps in this development of autonomy may be no man can say. It is quite possible that, as the cables suggest, it may take the form of a demand that the dominions shall in future have the right to a voice in the foreign policy of the British Commonwealth as it affects their interests. If that view should be put forward in due course by the overseas statesmen, it is wholly probable it would be given the sympathetic consideration that has been accorded their other legitimate demands. That, however, is a matter for the future to determine."

"The Montreal Gazette" is not so enthusiastic.

"The demand is a natural sequel to the talks at conferences of representatives of the units of the empire held in past years," it declares. "If, then, as a matter of development of ideas which the gatherings encouraged, was asserted the theory that the constitutional relations of the component parts of the British Empire should be based on the full recognition of the dominions as autonomous nations of the imperial Commonwealth. From such a groundwork much could be claimed and conceded.

Wilson's "Free Seas" Plan Impossible, Says Briton

Means Destruction of Naval Power, and Allies Never Will Accept It, Declares Sir Joseph Cook, Who Insists That the Ocean Must Be Policed

NEW YORK TRIBUNE Special Cable Service
Copyright 1919, New York Tribune Inc.
PARIS, Jan. 25.—The following statement, which may be taken substantially as the British official view on the subject of the freedom of the seas, was prepared by Sir Joseph Cook, formerly Prime Minister and now Minister of the Navy for Australia, who is one of the British delegates to the peace conference:

"Long experience, dating from the time of the Armada and rebuffed in the present war, has taught Great Britain that her very existence as an empire depends upon unimpeded sea power. It is therefore natural that she should be anxiously interested in the second of President Wilson's fourteen points, upon which the Allies have reserved complete liberty of action.

Oceans Are Highways

"Ours is a maritime empire, and the oceans are our highways. By them we move, live and have our being as the British Commonwealth of nations. The trouble is that no one knows precisely what 'freedom of the seas' means. It is one of those phrases that depend upon the speaker and the point of view. Count von Reventlow said freedom of the seas meant for Germany German domination of the seas and the surrender by Great Britain of such points as Gibraltar, Malta and Aden.

"A recent American speaker has said that from the American point of view freedom of the seas means that the seas should be such that the United States can compete successfully with the mercantile marine of other nations.

British View Given

"But our people point out that the British navy had made and kept the seas free in times of peace by challenging and defeating the claims of Portugal and Spain, and later of the Low Countries, to a monopoly of navigation in certain oceans, and by subsequently sweeping piracy from the seas of the world.

"In this war the power of the British navy once more saved our common civilization and protected our standards of liberty and freedom. These are the hard, compelling, challenging facts which must be met and overcome before a demand for a change can be made good.

"The second clause in the fourteen points is in the following terms: 'Absolute freedom of navigation upon the seas outside of territorial waters alike in peace and war, except as the sea may be closed in whole or in part by international action for the enforcement of international covenants.'

"One of the next steps in this development of autonomy may be no man can say. It is quite possible that, as the cables suggest, it may take the form of a demand that the dominions shall in future have the right to a voice in the foreign policy of the British Commonwealth as it affects their interests. If that view should be put forward in due course by the overseas statesmen, it is wholly probable it would be given the sympathetic consideration that has been accorded their other legitimate demands. That, however, is a matter for the future to determine."

"The Montreal Gazette" is not so enthusiastic.

"The demand is a natural sequel to the talks at conferences of representatives of the units of the empire held in past years," it declares. "If, then, as a matter of development of ideas which the gatherings encouraged, was asserted the theory that the constitutional relations of the component parts of the British Empire should be based on the full recognition of the dominions as autonomous nations of the imperial Commonwealth. From such a groundwork much could be claimed and conceded.

Wilson's "Free Seas" Plan Impossible, Says Briton

Means Destruction of Naval Power, and Allies Never Will Accept It, Declares Sir Joseph Cook, Who Insists That the Ocean Must Be Policed

NEW YORK TRIBUNE Special Cable Service
Copyright 1919, New York Tribune Inc.
PARIS, Jan. 25.—The following statement, which may be taken substantially as the British official view on the subject of the freedom of the seas, was prepared by Sir Joseph Cook, formerly Prime Minister and now Minister of the Navy for Australia, who is one of the British delegates to the peace conference:

"Long experience, dating from the time of the Armada and rebuffed in the present war, has taught Great Britain that her very existence as an empire depends upon unimpeded sea power. It is therefore natural that she should be anxiously interested in the second of President Wilson's fourteen points, upon which the Allies have reserved complete liberty of action.

Oceans Are Highways

"Ours is a maritime empire, and the oceans are our highways. By them we move, live and have our being as the British Commonwealth of nations. The trouble is that no one knows precisely what 'freedom of the seas' means. It is one of those phrases that depend upon the speaker and the point of view. Count von Reventlow said freedom of the seas meant for Germany German domination of the seas and the surrender by Great Britain of such points as Gibraltar, Malta and Aden.

"A recent American speaker has said that from the American point of view freedom of the seas means that the seas should be such that the United States can compete successfully with the mercantile marine of other nations.

British View Given

"But our people point out that the British navy had made and kept the seas free in times of peace by challenging and defeating the claims of Portugal and Spain, and later of the Low Countries, to a monopoly of navigation in certain oceans, and by subsequently sweeping piracy from the seas of the world.

"In this war the power of the British navy once more saved our common civilization and protected our standards of liberty and freedom. These are the hard, compelling, challenging facts which must be met and overcome before a demand for a change can be made good.

"The second clause in the fourteen points is in the following terms: 'Absolute freedom of navigation upon the seas outside of territorial waters alike in peace and war, except as the sea may be closed in whole or in part by international action for the enforcement of international covenants.'

"One of the next steps in this development of autonomy may be no man can say. It is quite possible that, as the cables suggest, it may take the form of a demand that the dominions shall in future have the right to a voice in the foreign policy of the British Commonwealth as it affects their interests. If that view should be put forward in due course by the overseas statesmen, it is wholly probable it would be given the sympathetic consideration that has been accorded their other legitimate demands. That, however, is a matter for the future to determine."

"The Montreal Gazette" is not so enthusiastic.

"The demand is a natural sequel to the talks at conferences of representatives of the units of the empire held in past years," it declares. "If, then, as a matter of development of ideas which the gatherings encouraged, was asserted the theory that the constitutional relations of the component parts of the British Empire should be based on the full recognition of the dominions as autonomous nations of the imperial Commonwealth. From such a groundwork much could be claimed and conceded.

Wilson's "Free Seas" Plan Impossible, Says Briton

Means Destruction of Naval Power, and Allies Never Will Accept It, Declares Sir Joseph Cook, Who Insists That the Ocean Must Be Policed

NEW YORK TRIBUNE Special Cable Service
Copyright 1919, New York Tribune Inc.
PARIS, Jan. 25.—The following statement, which may be taken substantially as the British official view on the subject of the freedom of the seas, was prepared by Sir Joseph Cook, formerly Prime Minister and now Minister of the Navy for Australia, who is one of the British delegates to the peace conference:

"Long experience, dating from the time of the Armada and rebuffed in the present war, has taught Great Britain that her very existence as an empire depends upon unimpeded sea power. It is therefore natural that she should be anxiously interested in the second of President Wilson's fourteen points, upon which the Allies have reserved complete liberty of action.

Oceans Are Highways

"Ours is a maritime empire, and the oceans are our highways. By them we move, live and have our being as the British Commonwealth of nations. The trouble is that no one knows precisely what 'freedom of the seas' means. It is one of those phrases that depend upon the speaker and the point of view. Count von Reventlow said freedom of the seas meant for Germany German domination of the seas and the surrender by Great Britain of such points as Gibraltar, Malta and Aden.

"A recent American speaker has said that from the American point of view freedom of the seas means that the seas should be such that the United States can compete successfully with the mercantile marine of other nations.

British View Given

"But our people point out that the British navy had made and kept the seas free in times of peace by challenging and defeating the claims of Portugal and Spain, and later of the Low Countries, to a monopoly of navigation in certain oceans, and by subsequently sweeping piracy from the seas of the world.

"In this war the power of the British navy once more saved our common civilization and protected our standards of liberty and freedom. These are the hard, compelling, challenging facts which must be met and overcome before a demand for a change can be made good.

"The second clause in the fourteen points is in the following terms: 'Absolute freedom of navigation upon the seas outside of territorial waters alike in peace and war, except as the sea may be closed in whole or in part by international action for the enforcement of international covenants.'

"One of the next steps in this development of autonomy may be no man can say. It is quite possible that, as the cables suggest, it may take the form of a demand that the dominions shall in future have the right to a voice in the foreign policy of the British Commonwealth as it affects their interests. If that view should be put forward in due course by the overseas statesmen, it is wholly probable it would be given the sympathetic consideration that has been accorded their other legitimate demands. That, however, is a matter for the future to determine."

"The Montreal Gazette" is not so enthusiastic.

"The demand is a natural sequel to the talks at conferences of representatives of the units of the empire held in past years," it declares. "If, then, as a matter of development of ideas which the gatherings encouraged, was asserted the theory that the constitutional relations of the component parts of the British Empire should be based on the full recognition of the dominions as autonomous nations of the imperial Commonwealth. From such a groundwork much could be claimed and conceded.

Wilson's "Free Seas" Plan Impossible, Says Briton

Means Destruction of Naval Power, and Allies Never Will Accept It, Declares Sir Joseph Cook, Who Insists That the Ocean Must Be Policed

NEW YORK TRIBUNE Special Cable Service
Copyright 1919, New York Tribune Inc.
PARIS, Jan. 25.—The following statement, which may be taken substantially as the British official view on the subject of the freedom of the seas, was prepared by Sir Joseph Cook, formerly Prime Minister and now Minister of the Navy for Australia, who is one of the British delegates to the peace conference:

"Long experience, dating from the time of the Armada and rebuffed in the present war, has taught Great Britain that her very existence as an empire depends upon unimpeded sea power. It is therefore natural that she should be anxiously interested in the second of President Wilson's fourteen points, upon which the Allies have reserved complete liberty of action.

Oceans Are Highways

"Ours is a maritime empire, and the oceans are our highways. By them we move, live and have our being as the British Commonwealth of nations. The trouble is that no one knows precisely what 'freedom of the seas' means. It is one of those phrases that depend upon the speaker and the point of view. Count von Reventlow said freedom of the seas meant for Germany German domination of the seas and the surrender by Great Britain of such points as Gibraltar, Malta and Aden.

"A recent American speaker has said that from the American point of view freedom of the seas means that the seas should be such that the United States can compete successfully with the mercantile marine of other nations.

British View Given

"But our people point out that the British navy had made and kept the seas free in times of peace by challenging and defeating the claims of Portugal and Spain, and later of the Low Countries, to a monopoly of navigation in certain oceans, and by subsequently sweeping piracy from the seas of the world.

"In this war the power of the British navy once more saved our common civilization and protected our standards of liberty and freedom. These are the hard, compelling, challenging facts which must be met and overcome before a demand for a change can be made good.

"The second clause in the fourteen points is in the following terms: 'Absolute freedom of navigation upon the seas outside of territorial waters alike in peace and war, except as the sea may be closed in whole or in part by international action for the enforcement of international covenants.'

"One of the next steps in this development of autonomy may be no man can say. It is quite possible that, as the cables suggest, it may take the form of a demand that the dominions shall in future have the right to a voice in the foreign policy of the British Commonwealth as it affects their interests. If that view should be put forward in due course by the overseas statesmen, it is wholly probable it would be given the sympathetic consideration that has been accorded their other legitimate demands. That, however, is a matter for the future to determine."

"The Montreal Gazette" is not so enthusiastic.

"The demand is a natural sequel to the talks at conferences of representatives of the units of the empire held in past years," it declares. "If, then, as a matter of development of ideas which the gatherings encouraged, was asserted the theory that the constitutional relations of the component parts of the British Empire should be based on the full recognition of the dominions as autonomous nations of the imperial Commonwealth. From such a groundwork much could be claimed and conceded.

Wilson's "Free Seas" Plan Impossible, Says Briton

Means Destruction of Naval Power, and Allies Never Will Accept It, Declares Sir Joseph Cook, Who Insists That the Ocean Must Be Policed

NEW YORK TRIBUNE Special Cable Service
Copyright 1919, New York Tribune Inc.
PARIS, Jan. 25.—The following statement, which may be taken substantially as the British official view on the subject of the freedom of the seas, was prepared by Sir Joseph Cook, formerly Prime Minister and now Minister of the Navy for Australia, who is one of the British delegates to the peace conference:

"Long experience, dating from the time of the Armada and rebuffed in the present war, has taught Great Britain that her very existence as an empire depends upon unimpeded sea power. It is therefore natural that she should be anxiously interested in the second of President Wilson's fourteen points, upon which the Allies have reserved complete liberty of action.

Oceans Are Highways

"Ours is a maritime empire, and the oceans are our highways. By them we move, live and have our being as the British Commonwealth of nations. The trouble is that no one knows precisely what 'freedom of the seas' means. It is one of those phrases that depend upon the speaker and the point of view. Count von Reventlow said freedom of the seas meant for Germany German domination of the seas and the surrender by Great Britain of such points as Gibraltar, Malta and Aden.

"A recent American speaker has said that from the American point of view freedom of the seas means that the seas should be such that the United States can compete successfully with the mercantile marine of other nations.

British View Given

"But our people point out that the British navy had made and kept the seas free in times of peace by challenging and defeating the claims of Portugal and Spain, and later of the Low Countries, to a monopoly of navigation in certain oceans, and by subsequently sweeping piracy from the seas of the world.

"In this war the power of the British navy once more saved our common civilization and protected our standards of liberty and freedom. These are the hard, compelling, challenging facts which must be met and overcome before a demand for a change can be made good.

"The second clause in the fourteen points is in the following terms: 'Absolute freedom of navigation upon the seas outside of territorial waters alike in peace and war, except as the sea may be closed in whole or in part by international action for the enforcement of international covenants.'

"One of the next steps in this development of autonomy may be no man can say. It is quite possible that, as the cables suggest, it may take the form of a demand that the dominions shall in future have the right to a voice in the foreign policy of the British Commonwealth as it affects their interests. If that view should be put forward in due course by the overseas statesmen, it is wholly probable it would be given the sympathetic consideration that has been accorded their other legitimate demands. That, however, is a matter for the future to determine."

"The Montreal Gazette" is not so enthusiastic.

"The demand is a natural sequel to the talks at conferences of representatives of the units of the empire held in past years," it declares. "If, then, as a matter of development of ideas which the gatherings encouraged, was asserted the theory that the constitutional relations of the component parts of the British Empire should be based on the full recognition of the dominions as autonomous nations of the imperial Commonwealth. From such a groundwork much could be claimed and conceded.

Wilson's "Free Seas" Plan Impossible, Says Briton

Means Destruction of Naval Power, and Allies Never Will Accept It, Declares Sir Joseph Cook, Who Insists That the Ocean Must