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## THE MIGHTY "RENOVN"

The ship which carried the Prince to our shores was naturally an object of interest, for that reason alone; but she was an object of interest also as one of the most powerful agents of destruction ever constructed by man. This fact was vaguely known to all, but it remained for a writer in the Canadian Courier to let many people know just what a war monster she is. The 28,000 ton oil-burning yacht that carried the Prince here seemed to occupy great Halifax Harbor as a baby does a large bath.

"She is 785 feet long, just 105 feet shorter than the Olympic," says the hectic informant of the motor-boat ferry. "But you get no idea of her size from looking at her outside, because she sits so very low."

She crouches her 38,000 tons on the water like a great grey dragon. Yet she is seven stories high, or more. Her enormous 15-inch guns, four on each turret and others about, looked like popguns; her 4-inch guns, the toy pistols and her broadside machine guns looked so small you felt like putting them in your pocket.

A Noah's Ark that would not have been a sensation. But the size of the "Renown" is a mere incident, because she is packed with supermechanical fixtures as a watch is of works. She can steam 32 knots, drink 1,000 gallons of crude oil an hour, bring out of the water the best of 20 miles as she does it, and keep 999 men all day, busy at almost any ordinary occupation, except law and real estate.

She is a town, a hotel, a ship, a mine, a fortress, a hospital, a fighting machine and a great school for the common sailor. The common sailor takes your little staid of sight-seers as high up on the bridge and as far down as he knows how to go, is a little gentleman every stick or office that brushes past does it politely. Prince or no prince, you are treated to the same of politeness on the "Renown" right at the reception end of a 15-inch gun.

Below—He, All kinds. You are in a strange city. Men lie asleep along the clean-swept streets of the ship with empty brasses for pillows. The making their own beds on shore. Prince's dining-room is a clean white drama of simplicity. The Admiral's and Captain's staterooms are little cubes of darkness, each with a telephone occupied than anywhere in a dozen men in sets. The dispensary is a drug store. The refrigerator has an outer steel door a foot thick, clamped with great iron-rod clamps. It swings open and an inner box out of a 2 below zero on your feet. In a short case—joints of meat, Cokes are busy. The grub room is a busy place. There is plenty of room. You go and down again, long, steep escalades of oily stairs. Men are painting the great oil smokestacks, one of them 16 feet in diameter. Men are polishing—everything. It is a spotless town.

## COAL SHORTAGE.

A good deal of rubbish has been written about the discomfort of Paris and the expense of it. The good restaurants would, as a matter of fact, still be no dearer, than those in London even if we did not get thirty-eight to thirty-nine francs for the pound, while every establishment is adequately and often excessively heated. There is, none the less, a great deal of talk in the only Paris newspaper—the publicized Press of the city—on the coal shortage, but an hotel proprietor tells me that the trouble is not so much lack of coal as lack of cartage, all the people who looked ahead and laid in a stock having plenty.

The enactment forcing restaurants to exhibit a priced menu outside the building is probably one of the few gains of the war which Paris enjoys. The old, insolent places where the bill of fare was not priced have now to toe the line and be reasonable, too, and the comparison of prices has become a new amusement for the boulevard. It is probably also to the good that the night cafes of Montmartre must close at midnight, for the ensures more sleep and purges the streets.

Paris streets have never seemed to me so dangerous or so noisy with hooting, and I am more than ever inclined to the belief that with the arrival of petrol-driven vehicles the best period of the world has ceased. One has in Paris the impression that every chauffeur has had shell-shock. But the taxicabs are on their last rim; such a forlorn set of derelicts I never saw. Horse cabs have almost entirely disappeared and the open vehicles entirely—a great loss. So furious and unmanageable is the motor driving that the footbridges over the Seine between the Louvre and the Institute is the only safe and reposeful place.—London Express.

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## AN UPEHAVAL AT OTTAWA AVERTED BY SIR ROBERT

Premier Altered His Decision to Resign from Pressure.  
FUTURE OF UNIONISM

Many Cross Currents in the Political Situation. Interests Glad to See Sir Robert's Change of Decision.

OTTAWA, Dec. 24.—That one never knows what may happen in politics these days has again been conclusively demonstrated by Sir Robert Borden's action in the matter of his resignation. At the middle of last week he consulted the best specialists he could get, and they told him that if he did not relinquish practically at once the duties of the Premiership, he would probably suffer a complete collapse. His own doctor joined in this opinion. Forthwith Sir Robert called his colleagues together, told them of his condition and announced that he intended to resign early in January. There is no doubt that he meant it, and he conveyed this information to his friends outside the Cabinet.

But the course of men in public life is not always shaped by their own actions. More than any other class, the are the creatures of circumstances, and Sir Robert Borden is no exception. He had definitely decided to retire, but a number of his colleagues, together with many of his ardent followers distant from Ottawa, came to the conclusion that the country and the followers could not afford to lose him. They had now, and so they brought the strongest possible pressure to bear on him, with the result that he has decided to remain in office, in the meantime taking a long holiday.

The truth is that the announcement of Sir Robert's early retirement came as a thunder-clap, both in the capital and the country. Rumors to the effect that he would do so had been circulating around Parliament Hill for some time, but had been discounted. Those who recalled how often Sir Robert had been in the hospital, and how his health had been predicted, were inclined to discount the reports about Sir Robert Borden and especially so when he returned from the South.

The fact is that he has been in the worst state of health than either he or the public imagined; and when the doctors gave their opinion both Sir Robert and his colleagues go a rude awakening.

There is a well-defined impression that in his heart, desiring that he loved his duties, because the work being over he felt his work was really done. Sir Robert was not loath to take the advice of his medical advisers. Ordinarily, they would have kept him at his post for some time, but having made considerable sacrifices, he undoubtedly thought that the limit had been reached. But the Prime Minister is always solicitous for the welfare of his friends, and feeling that he owed much to a number of colleagues, who had taken their political lives in their hands when they entered the Union Government, he deferred greatly to their views when they urged that he should remain in office.

Hence the announcement of Thursday evening. There is no doubt that had the Prime Minister adhered to his previously expressed intention it would have precipitated a political upheaval of a startling character. It is very probable that if he had gone out, the Government would have gone too. At best, it will be difficult to perpetuate its existence in a permanent way, and the present does not seem to be anyone's ideal who could do so.

In so far as Unionism is concerned, it is another example of "After me the deluge," a statement credited to Sir John Macdonald. Sir Robert Borden has occupied such an outstanding place in the Government that it would be difficult for his colleagues to write upon a successor from among themselves.

In the first place, the aggressive element in the Unionist following, which has been calling for reconstruction and the creating of a permanent organization, is Conservative. It would not follow any other leader than one of pronounced Conservative leanings. For this reason, men such as Mr. Calder, or Mr. Bell, were out of the question, insofar as the leadership was concerned. This element would have followed Sir Thomas White, but really wanted Mr. Meighen, and had things well lined up for Mr. Meighen, the Liberals in the Cabinet, notably Messrs. Calder, Royall and Maclean, would not take kindly to the thought of following an old-time Conservative, so if Sir Robert Borden had adhered to his original intention it is quite probable that these men would have had to go too.

There is no doubt that all these considerations were placed before Sir Robert, and they were just the kind to make a strong appeal to him. For the Government his going would be disastrous, and those best acquainted with the situation knew it. There is not the least vestige of organization in the Unionist following. Whether it will come now or not remains to be seen. To the substantial business interests of the country the announced retirement of Sir Robert was as much of a surprise as it was to the politicians. They were dumfounded; but they soon got busy and represented to him that by all means he should hang on, if he possibly could. The business interests generally, while not satisfied with every feature of the Government's following, notably the

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