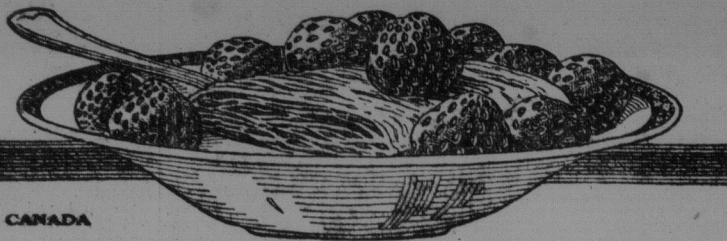


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## INHABITANTS OF POLISH CORRIDOR IN A QUANDARY

Badly Impressed by "Imperialism" of New Rulers, Assets Correspondent of Manchester Guardian.

### TEUTON MAJORITY IN THORN

Less Vehement Than in Posen and Are Inclined to Sing "Freedom" Hymns.

Popular sentiment and general conditions were investigated by the special correspondent of "The Manchester Guardian" in those regions of West Prussia which will form, according to the peace treaty, the Polish "corridor" to the Baltic. He writes from Thorn: "Here in this great fortress we have reached the southern limit of the predominantly German belt, or bridge, as it is called, that intervenes between genuine Poland and the sea. Here, too, we find the same excitement as in the German towns to the north. It has a different character. The crowds are less inclined to sing 'Deutschland über alles' than a hymn that is gradually taking its place as a national chant, beginning, 'We come to Thee, just God, in prayer, and ending, 'Lord make us free, Lord make us free.'"

### Germans Claim Majority.

"It is significant that the crowds here are more inclined to hymn singing than to nationalist demonstrations. There is still one of the great fortresses of the world, and, if speeches and protestations count for anything, it means to resist transfer to Polish hands. Thorn has, according to the census, a majority of Germans in the town in the proportion of three to two. Local Poles assert that census figures are misleading, and by private censuses of their own among people set down as Catholics in the German census they attempt to show that the town's population is half Polish and half German. What value such private censuses have I leave to the judgment of those who know the statistical difficulties and requirements of the scientific enumeration of populations. "The town is situated in the midst of an enclave of German small proprietors, one of those German land colonies set up and maintained by the Prussian government as a barrier to Polish land hunger and Polish fecklessness. Beyond this enclave to the south one comes for the first time into regions where the Poles are numerically preponderant. What is most interesting about Thorn is that the Germans frankly admit what, of course, the Poles deny; that the working class is overwhelmingly Polish, while the German monopolizes the bourgeoisie of all grades, officialdom of all ranks and the intellectual professions. The Poles, in short, are bottom dog here and throughout the whole region."

### Poles Full of Grievances.

"Everywhere we have been at pains to get in touch with Poles. No difficulties have been put in our way by the German authorities, and in each town that we have visited we have had long and earnest conferences with the local Poles. These conferences have been sought by us as well as by the Poles, and have taken place privately in our hotels. "We have found the Poles everywhere burning with the sense of oppression, and too full of grievances to be able to discuss the future calmly. Oppression of the most drastic kind there certainly has been; it is an historic fact which cannot be and, indeed, is not denied, and of which the consequences are the inferior status of Polish minorities everywhere, and what is at the moment still worse—their present inflated national sentiment. "The Poles admit an improvement since the revolution, and are glad, for example, that the Polish language is now allowed in schools, but justly point out that the new German government has taken no steps toward repealing the oppressive laws and regulations. This negligence has certainly been a grave error of the Scheidemann government, and such errors carry their penalty."

### Prosperity in Lower Wage.

"Wages would be much lower, but prices would be lower still by far, and there would be food. Ships with food from America could be seen constantly passing down the Vistula toward Poland, but they never stopped at this famine-stricken, industrially paralyzed town. They might have added that German industry will be crushed by the necessity of paying the indemnity, while Polish industry will be free from such an incubus, and will certainly be quickened into life by the acquisition of the coal and iron resources of Silesia, and with the opportunity of exploiting the huge Russian market near by."

"Intellectual Poles admit the necessity of relying on German officials, technicians and business men, and maintaining German laws at least for a period of years, if the communities transferred are to continue to exist. The Socialists of the Extreme Left in Thorn and other threatened towns are mostly German, but include many Poles, who share their internationalist psychology. These men simply shrug their shoulders at the change of sovereignty. They are in touch with Poles on the other side of the line, and report that nationalist elation is diminishing among the Polish working classes, who are horrified at the calling up of men to fight for the cause of Polish imperialism in Lithuania and the Ukraine."

"Polish imperialism, they think, is overreaching itself to such a degree that nationalism is rapidly waning, and they are confident of the coming overthrow of the reactionary clique now in power in Warsaw and of the social and economic regime it represents. Polish reaction is too weak and in too exposed a position to stand the double strain of German imperialism on a grandiose scale, and Bolshevik penetration."

"On the other hand, these German internationalists accuse the Junkers

and reactionaries of East and West Prussia and Silesia of exploiting popular excitement and of intending to proclaim an independent East German Republic the moment the treaty is signed, in order to conduct thereafter a campaign of arms and propaganda for the revival throughout Germany of the old nationalist spirit. What the Eastern provinces did against Napoleon over a century ago is to be repeated."

**First Atlantic Steamship.**  
The first ship to cross the Atlantic Ocean wholly propelled by steam was the Royal William, built by a joint stock company at the yard of Campbell and Black, in Quebec, in 1830. The designer of the ship was Mr. James Gossche, who was born in Quebec in 1803. The ship was launched in 1831, and made her first voyage to Halifax. For a time she traded between Quebec, Halifax and Boston. But on her way from Quebec to London she encountered a terrific gale on the Banks of Newfoundland which disabled one of her engines. In the following year she was sold to Spain and converted into a warship and named the Isabel Sigunda.

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