

If Disaster Is To Be Averted The Blockade Must Be Raised At Once Is Opinion of Many

Unless Blockade is Raised Before May Famine Will Stalk in Germany, and Famine Means Anarchy — Germany Needs Food at Once—German Anarchy and Its Spread Would Prevent Resumption of World Commerce Which Resumption Alone is Reason Enough for Ending Blockade.

By Willmott Lewis.
(Special to The Standard and New York Tribune, Copyright, 1919, New York Tribune, Inc.)

Paris, Feb. 9.—Careful inquiry in all quarters establishes the urgent and supreme necessity of raising the blockade. The question has been given an official status by the fact that the blockade is being considered by the peace conference, although as the days pass without announcement of the desired decision, anxiety grows among those able to view the situation from a world perspective. These states frankly their conviction that unless the blockade is raised promptly nothing can avert disaster.

First and foremost, it is certain that unless the blockade is lifted, Germany cannot be fed. Objections, based upon the belief that Germany is well supplied with food, are of the faintest moonshine. Reports of traders and observers stationed at more than thirty points establish the following: During the war Germany calculated the food supply a year ahead, divided the total into thirteen parts and permitted the issue of one part monthly, keeping the thirteenth in reserve. The system worked admirably, but ended with the armistice.

Since November 11 Germany has been feeding unrestrictedly, and the highest official statement is given for the statement that the month of May will find Germany utterly without food.

Moreover it is equally and terribly true that unless revictualing begins long before May no earthly power can make such distribution in time to prevent famine and horror incalculable. Famine means anarchy, which must spread into neighboring countries already reeling, and certainly unable to prevent the inflow of terrorism and disorder. Thus Germany needs food, and at once.

Those who feel an indifference, perhaps natural, to the possible sufferings of Germany, may find another reason potent. There is but one way to control the German people without the force of arms, and that is by the dreadfulness of the bread card. The Bolshevik use it in Russia, but the Allies would know how to use it firmly but humanely. A starving Germany could not make reparations or pay indemnities, but a Germany controlled by food could do both, and the price is the raising of the blockade.

Further, German anarchy, and its inevitable spread, would prevent the resumption of world commerce, which resumption alone is reason enough for ending the blockade. Trade throughout France and England is practically at a standstill, while the demobilization is daily throwing thousands of men into civil life who cannot be absorbed unless industry resumes its full power. This is impossible while the blockade is in effect.

The American need is equally great. Taking one phase only: America is today the world's food store house, but this food must be paid for, and the same time, selling food to the world and lending the money to pay for it. How long can this last before bankruptcy and disaster? The world can only pay when trade is resumed.

There are a few who still believe that the blockade is necessary to give Allied trade a start in the race, assuring a lead over the enemy, and a level position with neutrals unravaged by war. But it is a significant fact that the merchants of France and England are today the strongest advocates of raising the blockade. They want certain import restrictions, such as England is imposing against certain American products, and the governments will surely grant. Allied trade is terribly slow getting off the mark and anything adding to this slowness is to be deplored.

Inquiries among American officials show that the desire continuation of the blockade is still thought wise in some quarters, but with the defect certain limitations as to permit a certain freedom of action. But this is insufficient for everything that the vital points of necessity are resumption of world trade, and the securing of control in Germany as only the distribution of food can give, which is impossible with the blockade.

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U. S. PROPOSALS SUBMITTED TO CONFERENCE

Sweeping Propositions That They Say Should Underlie and be Incorporated in the Peace Treaty.

LABOR OF HUMAN BEING NOT COMMODITY

Believe That No People Should be Enforced Under a Sovereignty Under Which it Does Not Wish to Live.

EXTENDED RIGHTS TO SEAMEN

Articles Manufactured in the Home or by Factories Employing Children or by Convicts Not to Have Place in Trade.

Paris, Feb. 8.—The American delegates on the Commission on International Labor Legislation of the Peace Conference has submitted the following proposals to the commission:

"We declare that the following fundamental principles should underlie and be incorporated in the peace treaty: "A league of the free peoples of the world in a common covenant for genuine and practical co-operation to secure justice and therefore peace, in the relations between nations.

"The entrance of any free nation into the League of free peoples of the world shall be inherent.

"No reprisals based upon purely vindictive purposes, or deliberate desire to injure, but to right manifest wrongs.

"Recognition of the rights of the small nations and of the principle 'no people shall be forced under a sovereignty under which it does not wish to live.'

"No territorial changes or adjustments of power, except in the furtherance of the welfare of the peoples affected and in the furtherance of world peace.

"That in law and in practice the principle shall be recognized that the labor of a human being is not a commodity or an article of commerce.

"Involuntary servitude shall not exist, except in a punishment for crime of which the party shall have been duly convicted.

"Trials by jury should be established.

"The right of free association, free assembly, free speech and the press shall not be denied or abridged.

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LEVIATHANS WITHDRAWN FROM HALIFAX BECAUSE OF THE INFERIORITY OF THAT PORT

Sir Ashley Sparks Says New York is the Safest and Most Suitable Place for Them—Carmania Has Big Passenger List—A Few Returning Officers Cause Excitement at Halifax When They Objected to Having N. C. O.'s in a Pullman—Troops Quickly Sent Out on Homeward Journey.

Hallifax, Feb. 9.—The Cunard liner Carmania, with 2,000 returning Canadian soldiers and a civilian passenger list of 251, arrived at four-thirty o'clock yesterday afternoon, and docked an hour later. Two hours afterwards the veterans had all been cleared from the ship, and the greater portion had begun the last stage of the journey to their homes. Disembarkation was somewhat hindered by the thoroughness with which the port medical officer conducted his customary examination of the sick, and was further hindered by some confusion aboard the boat, owing to some of the officers having countermanded the orders issued by the clearing department. The despatch of the train was considerably delayed by the action of four or five officers, on the second Toronto train, who thought they should have an entire pullman to themselves and who strenuously objected when the conducting officer suggested a number of non-commissioned officers in the vacant berths. The officers protested they could not travel with the men, and as the train pulled out they were endeavoring, though somewhat unsuccessfully, to eject the men forcibly. The Carmania brought out a number of distinguished passengers.

Sir Ashley Sparks, K. B. E., director of the Ministry of Shipping, and managing director of the Cunard Line, who is returning from a brief stay in England, discussed the withdrawal of the monster ships from the Canadian troops service, and the shipping situation in general. He said the Clyburne and Aquitania had been taken from the Halifax route for two outstanding reasons. One was the inferiority of the port of Halifax, as compared with New York, for ships of the monster type, and the other was the necessity of dealing with the return troop movement as a whole as equitably as possible. The controllers of available shipping were under a very definite obligation to assist in the American homeward movement, and in view of this fact, it was only logical that the boat should be sent to ports best suited for their reception. When it was suggested that the people of Canada might not take very kindly to the loss of the Leviathans on the ground that the marine risk of the operating in and out of Halifax was greater than that involved in operating in and out of New York, and that it was difficult not to think that commercial considerations had entered into the decision, Sir Ashley said:

"One only has to compare the relative insurance rates in order to prove the contention. But, to be more explicit, I had occasion, at one time during the war, when we feared a great many submarines were to operate on this side of the Atlantic, to investigate the possibilities of every single port on the Atlantic seaboard on the score of adaptability for handling ships of the Aquitania class. As a result of this investigation I found that there were only two ports on the entire Atlantic seaboard out of which the monster ships could be operated with any degree of safety. These ports were New York and Halifax, and of the two New York is unquestionably superior, chiefly on account of the prevalence of fogs off the Canadian coast.

"The factor of commercial cost does not enter into the question. It is an absolute fact assembly which realized abroad as yet, that for the time being commercialism in England is dead. The people of England are wholly engaged, at present in repairing a machine which four and half years of war had demoralized to a much greater extent than even has been guessed at. I saw no first class stateroom all the time I was in England," and Sir Ashley pointed to the log fire blazing merrily in the snugly drawing room of the Carmania. "And I mention the absence of host merely to indicate the general lack of creature comforts in English homes today. Some day, perhaps, the people of Canada, along with the rest of the world, will realize the full contribution made by Great Britain in the defeat of the Hun."

"As for the shipping situation it is a very simple one in its general aspect. It is to transport a definite number of human beings from one highly concentrated center to the ends of the earth. But like the Israelites, the directors of shipping have been set the task of making bricks without straw. There are not enough ships to go round, and primarily, what is left to be done is to distribute the available space as fairly as possible among the various countries involved. This is precisely what is being done. Canada will receive preferential treatment because of her geographical position, and the possibility of using ships bound for New York in the transport of Canadian troops. This is being done in the case of the Carmania, it was done this week in the case of the Baltic, and while not prepared to state definitely the arrangements have been continued throughout the return troop movement. I think there is every reason for its being done. As for my own part, I have no demobilization papers in my pocket. On February fifteenth the work of transferring ships from Admiralty to company control will begin. It will be concluded, we hope, by March first. But until every man of the overseas forces is brought home, the British government will exercise supervision over the disposition of the shipping, and will be in a position to override decisions of the companies in case these should be regarded as interfering with the expeditious moving of the troops.

LIBERALS STILL FOR FREE TRADE
Nova Scotia Orator Praises French-Canadians at a Montreal Gathering.

Montreal, Feb. 9.—Speaking at the Reform Club on Saturday night, Robert Emmett Finn, a member of the Nova Scotia Liberal party, said the tendency of the Liberal party is still towards free trade, and the tendency of the party had never ceased to be opposed to protection. After being introduced in a short speech by Mr. Maxwell Murdoch, Mr. Finn entered upon a lengthy exposition of the political situation down by the sea. Nova Scotia, he said, had no responsible presentation at Ottawa, owing to the notorious electoral law. He brought a message to the province of Quebec from the Liberals of Nova Scotia, adding that it was French-Canadians who had saved Canada for the British crown, for had it not been for their loyal race we would today be a part of the United States.

LLOYD GEORGE IN LONDON

Immediately Plunges Into Labor Troubles in an Effort to Solve Them.

London, Feb. 9.—Premier Lloyd George, who returned from Paris last night, was engaged early this morning in discussing the labor troubles of the United Kingdom with the cabinet ministers and board of trade officials. Many meetings of railway workers were in progress during the day for the discussion of labor questions from the national standpoint, immediately upon the return of Arthur Henderson from the continent a joint meeting will be held of the Labor Party and Trades Union Parliamentary Committee, and other interested bodies, to discuss the entire situation.

DISCUSS QUESTION OF GERMAN PRISONERS IN ALLIED HANDS

Herr Jansen at Berne Conference Raises Question Concerning Their Treatment, and Also Protests Against German Blockade—British and French to Answer.

Berne, Switzerland, Feb. 8.—The International Trade Union Conference last night adopted a motion insisting on the prompt and definite re-establishment of the International Trade Union, and a call for the summoning of a new International Trade Union Conference not later than next May. The resolution was adopted by a majority of 23 votes, nearly all the delegates to the conference voting.

Before this question was taken up one of the German delegates, Herr Jansen, raised the question of the German prisoners remaining in Allied hands and of the blockade of Germany. The speaker declared that out of one million prisoners, 500,000 have been taken to the devastated regions in Northern France for reconstruction work. He understood, he said, the difficult position of the French and British delegates, but he wished to give them an opportunity to make a statement on the subject, as the news had aroused bitter feeling in Germany. He felt that the forced labor of prisoners was a form of punishment which ought to be protected against.

The British and French delegates immediately questioned the statement, and said that they were ready to make the statement asked for, but could not see any time for making it.

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Hallifax, N.S., Feb. 9.—F. A. Sutton, the first man to explode a depth bomb, and the inventor of the gun used in their discharge during the latter part of the war, was a passenger on the Carmania, which docked at Halifax Saturday. With his family he is en route to California, where he will permanently reside. Mr. Sutton was attached to the ordnance branch of the British army shortly after the outbreak of the war. He specialized on trench mortars, and while at work on these, conceived a method of employing bombs in the light against the U-boat. He was returned to England where he perfected his appliance at the result of many experiments, and when the United States entered the war he was sent out to lend every possible assistance as an expert on trench mortars and the depth charge. Mr. Sutton's gun was of the V type, enabling five bombs to be dropped at once by a destroyer, two from each side and one from the stern. His first idea was to give these guns a range of two miles, but it was found necessary to reduce this to four hundred yards, owing to the structure of the destroyers. A contributing factor to the success of his gun was the hydrostatic fuse which he also developed. This prevented the possibility of one depth charge causing the premature explosion of another dropped in the same vicinity. When the depth bombs were first used in 1915, they were exploded by means of a line attached to a buoy which caused a pull upon the bomb when it reached the

desired depth of sixty-five feet. Mr. Sutton, when told of the official statement, which had been given out last week, covering the development of the depth bomb, said he was aware some one else had put in a claim to be its originator, but that he was quite satisfied. He had put in no counter-claim, but he had been advised by the Admiralty previous to his sailing from England that there was no question as to his being the inventor of the most effective weapon developed in the war fare against the submarine. He had not lost sleep over the thing, for the reason that the bomb was the thing and not the man who had invented it.

Among the better known soldiers aboard the Carmania is General Livingston, of the Royal Air Force. General Livingston was stationed at St. Omer, during the years 1914-15, and was largely responsible for the development of the British air force to the state of efficiency reached previous to the signing of the armistice. Discussing the matter of aviation, General Livingston said there was a lot of "monkey business" going on. There was a great deal of organization to be done, more than most people imagine, before satisfactory aerial services could be placed in operation.

He could not credit the report that all the training planes in Canada had been purchased by American syndicates. "They know nothing of the deal in London when I left," said General Livingston, "and I am quite sure some of the planes have been known about it had the project been in the wind."

CLAIM AMERICAN SOCIALIST DELEGATES WILL BE UNSEATED

Seventeen En Route to Berne Conference Are Apt to Get the Hook, and Paris is Watching Proceedings With Great Interest.

(By E. Chester M. Wright.)
Special cable to The Standard and New York Tribune.
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