

A Secret of Indian Riots Is Revealed

Communist Activities Organized Largely, If Not Mainly, from Berlin

By SIR MICHAEL O'DWYER
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Sir Michael O'Dwyer, formerly Lieutenant-Governor of the Punjab, is one of the best-informed and most accomplished critics of Indian affairs.

Recent information he has received has tended to confirm that—as he shows in the special article below—Communist activities in India, such as have lately resulted in riots and deaths, are organized largely, if not mainly, from Berlin.

When the German War Lords, in April, 1917, transported Lenin "in a sealed truck like a plague bacillus" from Switzerland to Russia, they secured the speedy downfall of Tsarist Russia, the defection of Russia from the Allied cause and the establishment in Russia of the ruthless Communist tyranny under which she is groaning to-day.

But effective as the German move was at the time, the War Lords did not then realize—though Ludendorff ruefully admitted it later—that it would recoil on the Fatherland as a boomerang. Recent cables from Berlin described vividly the Communist rising which began "according to plan" under Moscow's instructions on May 1st, and led to a "state of siege" with all the panoply of armored cars, machine guns, barricades, arsenals of arms, etc., attending a dangerous revolutionary outbreak.

The outbreak is believed to be directed by a Bolshevik leader, three Cheka organizers from Moscow and three officers of the Red Army. Doubtless German efficiency and discipline will prevail now, as in past years, against the forces of world revolution; but some may see in the present disorders a retribution for having let loose on the world the poisonous propaganda of the Third International. For to-day Berlin is the advanced base of Moscow, and from there the revolutionary propaganda of the Third International is being effectively disseminated East and West and in particular over the British Empire.

A Nest of Indian Revolutionaries
During the war, if not before, a strong colony of Indian revolutionaries was established in Berlin, and formed an active and well-subsidized branch of the German Foreign Office. Their function was to keep in touch with every seditious movement in India itself, to corrupt Indian troops—and prisoners—at the front and in India, to incite the Indian Princes—to whom alluring letters prepared by Indian experts were despatched over the signature of the German Chancellor—to revolt, and generally to prepare the Indian masses for revolution and rebellion.

Those men are well-known to the authorities here and India: they are still active. The collapse of Germany in the war for a time frustrated their designs. The new German government had no direct use for them but it continued to afford its late trusted agents asylum. Presently, when Bolshevism became a world-force, these Indian revolutionaries offered it their allegiance, which was readily accepted. Since the war the old nucleus in Berlin has received fresh recruits from India direct and secured others by corrupting some of the many Indian students sent to Germany for technical instruction. Some few of these men are probably genuine Communists; others have joined the cause tempted by Bolshevik gold; and their masters see to it that they earn their pay. They are just the type the Bolsheviks want, possessing brains and knowledge of India, but lacking any moral sense or moral restraint. Most of them are Madrassis or Bengalis.

The judicial findings in the many recent conspiracies against the British Government in India prove that the brains and direction are largely centred in Berlin.

The mysterious figure of the Bengali, M. N. Roy (a prominent member of the Third International), fits across the stage between Berlin and Moscow, working the controls which produce murders and anarchy in India; and it is well known that the German Government has been giving these Indian revolutionary donaries—whether in ignorance of their designs or not—many facilities for moving from one headquarters to another.

These frequent strikes and sabotage in Indian mills and railways, and the sanguinary outbreaks in Bombay, since February have cost 200 lives. The murder of Mr. Saunders at Lahore a few months ago and the bombs which wrecked the Delhi Assembly last month are claimed by them as the work of the organization they direct; they even profess to specify the individuals by whom these and similar outrages were perpetrated.

Indeed, they make no secret of their programme, which, as advertised by the organs of their Moscow paymasters, the Pravda and Ivestia and the "red" leaflets scattered broadcast in the Bombay strike area and the Delhi Assembly, is to create throughout India a spirit of defiance of British authority. Up to this point they are at one with the Indian Con-

gress Swarajists, who, under the direction of Messrs. Gandhi and Moti Lal Nehru, have publicly announced that there will be a general revolt against the law unless their preposterous demands are conceded by December 31 next.

Lessons of the 1919 Riots
Here it may be noted that Moti Lal and his son, Jawahr Lal, who openly and unchecked preach the subversion of British rule, last year visited Berlin on their way to Moscow.

The defiance of the law will, it is hoped by the Berlin conspirators, prepare the way for widespread internal rising on the day, sometime in 1932, if not earlier, when war breaks out between the British Empire and Soviet Russia, and the bulk of the British Indian Army is massed in the Punjab and N. W. Frontier to resist invasion from the north.

That game was tried in the spring of 1919 when the revolutionaries shrouded their designs behind Gandhi's Civil Disobedience. It failed then because the internal risings in Bombay, Delhi and the Punjab were suppressed before the Afghan and tribal offensive was ready.

But the revolutionaries and their Bolshevik masters will profit by that lesson, and, as in 1919, the extremist political leaders in India are consciously or unconsciously playing into their hands.

Meantime they are elaborating their plans and vigorously pushing their Bolshevik propaganda from their safe asylum in Berlin.—Montreal Standard.

Ford to Operate Plant in Russia

Agreement Said to Have Been Signed to Build Factory at Nijni-Novgorod

Moscow—Newspapers here express great satisfaction at the news of the Ford agreement by which the American, it is reported, will build a large automobile factory at Nijni-Novgorod and supply the Soviet Union Workers' secretariat with his technical manufacturing secrets. The authorities which plan the rapid industrialization of the country expect to learn much from Mr. Ford's rationalization methods.

Leo Hinchuk, vice-president of the Commissariat of Trade, said that the agreement was a continuation of the policy of the rapprochement between the United States and the Soviet Union, the latter being anxious to employ American skill and machinery. Mr. Hinchuk declared that the Ford agreement was especially valuable because it would enable the Soviet Union to develop the infant automobile industry according to the latest methods.

Youth a State of Mind
"Youth is not a time of life, it is a state of mind. It is not a matter of ripe cheeks, red lips and supple knees. It is a temper of the will, a quality of the imagination, a vigor of the emotions."
"Youth means a temperamental predominance of courage over timidity, of the appetite for adventure over the love of ease. This often exists in a man of 50 more than in a boy of 29."
"Nobody grows old by merely living a number of years; people grow old only by deserting their ideals."
"Years may wrinkle the skin, but to give up enthusiasm wrinkles the soul."
"Worry, doubt, self-distrust, fear and despair—these are the long, long years that bow the heart and turn the greening spirit back to dust."
"Whether 60 or 16, there is in every human being the lure of wonder, the unflinching, childlike appetite of living."
"We are, as young as our faith, as old as our doubt; as young as our self-confidence, as old as our fear; as young as our hope, as old as our despair."

The Wheat Crisis

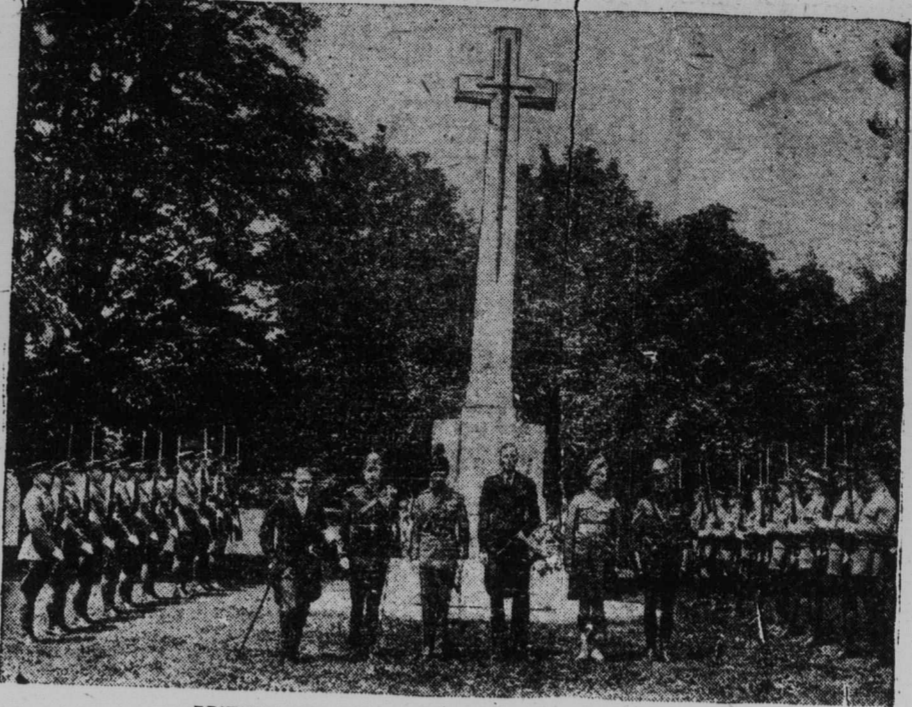
Quebec Evening (Cons.): (President Hoover has used \$100,000,000 of treasury money to buy a hundred million bushels of wheat at a dollar a bushel. The President's policy is not a new one, for it dates from the time of Joseph, son of Jacob and Rachel, who profited by seven years of abundance to accumulate great stores of wheat to preserve Egypt from the seven years' famine which he foresaw. But we have to admire the practical mind and clear vision of Mr. Coolidge's successor at Washington. By buying one hundred million bushels of wheat Mr. Hoover is not only protecting the American farmer, but later on he will be protecting the consumer.

Intensive Immigration

Quebec Soleil (Lib.): We shall soon come to the conclusion that life will not be livable in this vast Canada of ours if we do not soon put a limit to the number of its inhabitants. How then is it possible to live and prosper in Europe, where on an area about equal to that of Canada a population fifty times as dense can exist? Surely there must be an excessive egotism somewhere in this? Should we leave unproductive the immense natural resources which Providence has entrusted to us? We should remember what happens to the man who hires the talent which has been entrusted to him instead of making it produce more.

To be an optimist, you have to think you have arrived before the start.

Where Hands Across the Border Honor Heroes Memory



BRITISH AND CANADIANS HONOR MEMORIAL DAY
Representatives of the Canadian legation and the British embassy before the Canadian cross in Arlington cemetery where they honored the empire's war heroes on Memorial Day.

Norwegian Vessel Had Eventful Trip

Ranefjord Was Damaged by Ice on Voyage Across JETTISONED CARGO

Fore Hold Filled With Water and Pumps Disabled
With her fore hold full of water, the Norwegian-American Line's freighter Ranefjord came into Montreal recently following a thrilling though hazardous 16-day voyage from Sweden via England.

Leaving Sweden with a cargo of pulp, the Ranefjord was caught in a big field of close pack ice some of which she hit. It was not until the vessel left England, however, where she had called for bunkers, that the damage was considered serious, for she began to make water in No. 1 hold.

As the days wore on and the anxiety of all on board increased, the pumps which had been put in action in order to reduce the influx of water, were rendered useless owing to the pipes being choked by pulp. The vessel, because of the weight of the added cargo of water, was down by the head.

CARGO OVERBOARD.
Finally, it was decided that some of the cargo should be jettisoned and accordingly the watch on deck were employed throwing bale after bale of pulp overboard, considerably over 100 tons being sacrificed in this manner before the water ceased rising.

The fact that the weather during the voyage across was good and the sea moderate favored the Ranefjord, for had there been a rough sea running at the time it would have been impossible to uncover the forward hatch and reach the cargo, and the vessel would have continued to make water.

The vessel and cargo will be inspected by the surveyor and it is considered likely that she will have to be dry-docked for repairs.

A vicious circle is like an express train: You cannot step out of it when you like.—Capt. Alfred Dewar.

Turco-French Agreement on Syrian Border

Foreign Officers to Undertake Elaboration of Treaty of Arbitration and Amity

Paris—Elaboration of a treaty of arbitration and friendship with Turkey is being undertaken at the Quai d'Orsay. Aristide Briand, Foreign Minister, will take the matter up on his return from the League Council meeting at Madrid with the Turkish Ambassador here, Fethy Bey, and will be crystallized on an amicable basis.

Announcement from Angora of an accord in substance on all outstanding Franco-Turkish differences arrived at by Tewfik Ruzhd Bey, Foreign Minister, and the French Ambassador, Comte Chambrun, has given great satisfaction here. The semi-official Temps speaks of the event as marking an important date.

That feature of the convention to which most attention is directed is the successful delimitation of the Turco-Syrian frontier. Gain or loss of this strip of territory was not so vital to the French as that frontier conditions be regulated on a basis of the internal situation in Syria. Difficulties appear lessening in Syria for the French as mandatory power but the disturbed frontier has presented many difficulties, and open intertribal raids have aggravated French troubles with natives. Removal of all danger of a military coup on the part of the Turks to fix the line to suit only their own interests and guarantee of appeasement on all other points has created a favorable atmosphere for the proposed pact.

Agricultural Education

Winnipeg Liberté (Ind.): The most efficacious weapon we can use against the scourge of rural depopulation is a more efficient and thorough training given to country children—training which will develop in them a rural mentality.

Air Mail in the U.S.A.

Sherbrooke Tribune (Lib.): Each year American pilots fly about 35,000 miles. The United States are establishing airports and installing everything that is needed for the lighting of aerial routes. . . . An intense propaganda by the sight of planes and by press articles is making the public familiar with aviation and inviting them to make use of its passenger and postal facilities for commercial purposes.

Mother was entertaining company in the drawing room when Betty clattered noisily down from the nursery. "Go upstairs again, and come down very quietly," said her mother. A short pause followed, and Betty reappeared, saying, "You didn't hear me this time, mother, did you?" "No," replied her mother, "you came down without a sound, as every lady should, Betty." "Humph!" returned Betty, "I slid down the bannister!"

Claim to Earldom of Egmont Made

London Baker Lacks Only One Document to Assert it

London, Eng.—Claimant to the Earldom of Egmont, a castle in Hampshire, and an estate worth \$610,000, James William Percival, of Birkbeck Road, Hornsey, N., works in his bake house for another baker.

Mr. Percival is a dignified, soft-spoken, bearded man. Aged 66, he has unusual bearing and personality.

As he talked about his claim he showed a silver snuff-box, embossed with the Egmont crest and polished by age, which he said had been the property of his father.

His claim to the earldom, he explained, had been brought forward by his son, Augustus Percival, who also lives at Hornsey and who works in the City of London.

"The claim is held up by the lack of one document—my birth certificate," said Mr. Percival. "The matter has been under discussion for some years, and in 1907 a firm of solicitors had it in hand. Among the documents they had was my baptismal certificate, granted at Trinity Church, Bowen, Queensland, when I was four years of age."

"The members of the firm left England and the document was lost. Our present solicitors, however, have agents in Australia who are making inquiries."

"I am a son of Augustus John Percival, a son of a brother of the 6th earl."

"My father was the heir-presumptive, but he died in 1896, a year before the death of the 7th earl. He was buried at Hove, and it is recorded on his grave that he was heir-presumptive to the earldom."

It is not certain whether Mr. Percival was born in Brisbane or Sydney, as for private reasons his father concealed the details of his birth. There are, it is stated, important documents in existence which throw considerable light on this.

Old photographs, inscribed Bibles, and other objects in Mr. Percival's possession are considered to be important evidence.

The present holder of the title, Frederick Percival, the "Rancher Earl," was a ranch owner in Canada when the 9th earl died last January. He came over with his 14-year-old son and took up his residence at Avon Castle, Ringwood, Hampshire, the family seat.

MacDonald's Life Briefly Told

Born the son of a poverty stricken fishing laborer in an obscure Scottish fishing village in 1867.
Largely educated self by reading and also attended night school while working as clerk in London.
Entered politics as secretary to a Liberal member of Parliament, but later turned to Labor party.
Elected to Parliament in 1906.
Driven from politics by anti-war attitude in Great War.
Re-elected to Parliament in 1922, became leader of Labor party and was named Premier when Conservative Government fell in 1924.
Swept from power in Labor downfall of 1924.
Purged Labor party of its Communist elements and bided his time.
Became Premier again in 1929 after Labor party had polled greatest vote in its history.

Lindbergh Asked To Bleriot Fete

First Flier of Channel to Celebrate Anniversary July 25

Paris—Col. Charles A. Lindbergh has been invited as the guest of honor when France and England fete Louis Bleriot on July 25 to celebrate the 20th anniversary of Bleriot's flight across the channel.

The invitation was extended by Bleriot in a letter asking the first trans-Atlantic lone flier to be his guest on that occasion.

"I wrote to Lindbergh asking him to arrange his honeymoon so as to be here for the end of July, for his presence would make the celebration very agreeable to me," Bleriot told the United Press.

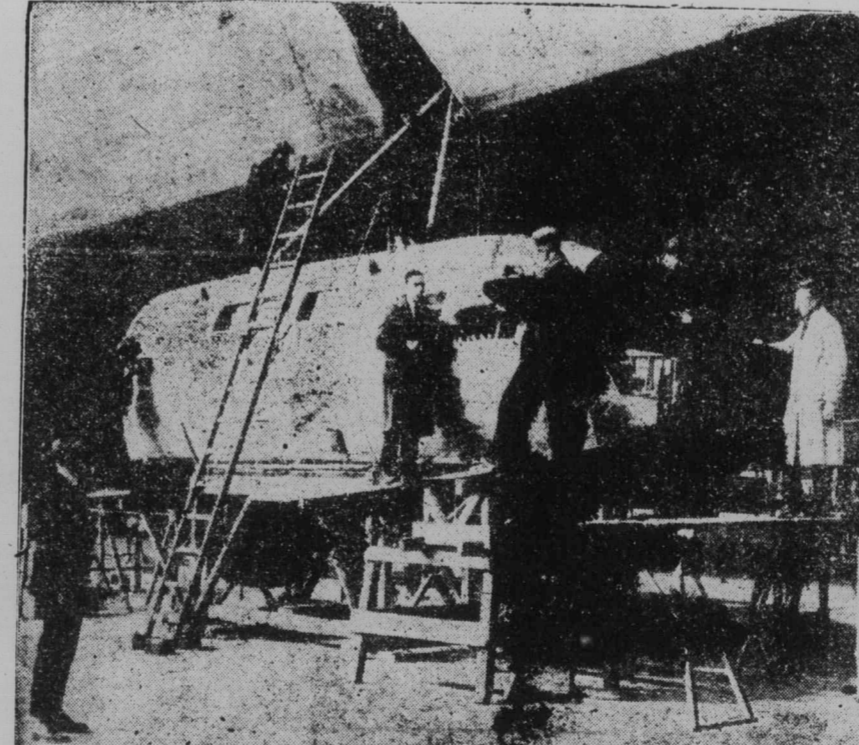
The plans in which Bleriot flew the channel for the first time, soon will be brought from the conservatory of arts and trades, in Paris, where it has remained since his epochal flight, and will be taken to England for exhibition.

The French in Ontario

Le Canada (Lib.): If the Federal Government is successful in repatriating French-Americans to establish themselves in New Ontario, we can only offer them the warmest congratulations, for this means an increase in the good stock of Canada, and it is what we need most of all, whether in Ontario, Quebec or anywhere else. It is gratifying also to see that the French-Canadians of the Province of Quebec, who wish to establish themselves in another region, prefer North Ontario to the United States.

Marylebone Man: My wife and his wife are always having interferences—having a few words together.

England Soon Will Compete With Zeplin Flight



MEN INSTALLING ENGINES IN BRITAIN'S GIANT AIR LINER, THE R-100
Mechanics installing propeller on one of the big Rolls-Royce engines on the R-100, world's largest dirigible, which will fly from England to Canada.