

VISCOUNT FINLAY VINDICATES RETALIATION MEASURES FORCED ON G. B. BY GERMAN METHODS

British Could Not Retaliate in Same Kind as Germans — Blockade of Neutral Ports Designed to Prevent Materials of War Reaching the Enemy Through Neutral Agencies—Doctrine of the Indirect Blockade Considered Not Merely the Ostensible But the Ultimate Destination of Supplies—Principle Laid Down by American Civil War.

Montreal, Que., Sept. 28.—"Napoleon's provocation was great, but was absolutely nothing as compared with the ruthless policy announced by the German submarine campaign, in attacking and sinking any vessel carrying traffic to or from Great Britain. If what Napoleon tried to do deserved sevenfold vengeance, that what the Germans did deserved seventy-fold vengeance."

In these words Sir Hon. Viscount Finlay, ex-Lord Chancellor of England, vindicated the retaliatory policies forced on Great Britain by the ruthless methods of the Germans, during the war. In an admirably conceived and carefully prepared address to the members of the Canadian Club of this city Lord Finlay dealt with the subject of retaliation and the indirect blockade.

Touching first on the much abused phrase, "Freedom of the seas" and the contention on some sides that private property should be safe from seizure on the seas as on land, Lord Finlay said this right on the seas was not an end in itself, but only a means to prevent the enemy from enabling himself to carry on the war by means of ocean trade, while it was a mere dream to imagine that ocean trade would go on in an untrammelled way in peace time. As to rights on land he remarked, these had not been notably observed by Germany. Naturally neutrals considered these rights a nuisance, because their rights were interfered with when a blockade was enforced, with a neutral ship-carrying contraband, and in the case of justifiable retaliation for things done by the enemy.

A blockade was of no use against an enemy whose fleet was off the ocean and who secured supplies indirectly through neutral ports.

In other words contraband was only such if intended for armed forces of the enemy. But in such a war as that just ended, with whole nations as such engaged with governments in charge of all supplies, this could not work, and trade had to be stopped entirely.

As to retaliation for wrongs done by the enemy, Lord Finlay said that in 1807 Napoleon's time, when he proclaimed a blockade of the British Isles, although he had no ships to enforce it, this was retaliated by an order-in-council of Great Britain in 1807 which practically prohibited seaborne trade between the whole continent of Europe and France.

ALSACE, REDEEMED, WELCOMES THE PRESIDENT OF FRANCE



PRESIDENT POINCARÉ VISITS LIBERATED ALSACE. U. S. U. President and Mme. Poincaré recently visited the liberated sections of Alsace which have suffered under the Prussian régime. The photograph shows the Mayor of Thann rendering an address of welcome.

PRESIDENT WILSON OUTWITTED BY RAILROAD MEN

A Theory That the Railroad Workers Have Put the President in a Hole—The Wisdom of Stocking up.

(From the Manufacturers' Record) There is a very strong belief on the part of many people that the labor leaders have outwitted President Wilson, and in agreeing that there should be no railroad strike at the present have practically secured from Mr. Wilson a promise to pay higher wages if there is no decrease in the cost of living. But they now hold the promise of President Wilson to pay higher wages ninety days hence if the cost of living has not decreased. At that time we will be in the midst of winter, when even a temporary halting of the railroad traffic would mean far more than at present, for the coal supply would be cut off in freezing weather, and other conditions would be equally as disadvantageous. The railroad men would then have a far greater chance to win out in a strike than there is at present.

STMR. FANBUSH DISABLED AT SEA

Radios That Engines Are Out of Commission and Cannot be Repaired — Tug Sent from Halifax.

Halifax, N. S., Sept. 27.—A radio message received here early this morning from the United States Shipping Board's steamer Lake Fanbush asks that assistance be sent to her, as her engines are completely disabled and beyond repair at sea. Her position is given as latitude 45.57, longitude 63.57, and she is drifting with a moderate northwest wind. Mr. Harvey, agent of the Marine Department here, is in communication with the authorities, and a powerful tug will be sent to the assistance of the steamer within a few hours.

FOURTEEN MILLION WOMEN WILL VOTE IN U. S. NEXT YEAR

Democratic National Committee Discusses Ways and Means to Reach Them.

Atlantic City, N. J., Sept. 29.—With the estimate of fourteen million women coming into the ballot before the next presidential election, the executive committee of the Democratic National Committee which has been in conference here two days, devoted most of its discussion to the best methods of reaching the women voters. The committee adjourned today and most of its members left for their homes. The plan proposed by E. F. Mullen of Nebraska, that a declaration be made in favor of abolishing the two-thirds rule to nominate candidates in presidential conventions, and substituting the majority rule, was not acted upon. Notice was served on the national executive committee.

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WOULD CONTINUE POWER OF WHEAT BOARD OF DOM.

Resolution to That End Will be Introduced in Commons on Monday by Sir George Foster.

Ottawa, Sept. 28.—Sir George Foster has given notice that he will move in the House on Monday, a resolution providing for continuance of the power of the Canadian Wheat Board for a period of eighteen months after the passing of legislation, and for the making of any regulations concerning the Board by the Governor-in-Council. Another proposed resolution provides that the powers and rights of the Board of Grain Supervisors for Canada be continued in full force and effect in so far as it may be necessary or convenient for winding up and concluding the unsettled business. It also provides that the guarantees and undertakings given by the Governor-in-Council to banks and grain dealers respecting payments, be ratified and confirmed and continued in force. This action is necessary because the Canadian wheat board was created under the provisions of the War Measures Act.

British Silent on Move of U.S. Shipping Board

The Board's Refusal to Turn German Liner Over to Cunard Line Causes Some Concern.

London, Sept. 29.—(By The Associated Press)—The Ministry of Shipping declined to say today what comment, if any it would make regarding the United States Shipping Board's refusal to turn over the former German liner Imperator to the Cunard Line. The Ministry today informed the foreign office that it did not wish to state its position, or to comment in any way on it at this time. It is understood the foreign office is holding the matter in abeyance until the Ministry is in a position to take it up. The railroad strike threw the Ministry's system out of gear, and its entire attention is being given over to combating the effects of the strike. It has been learned, however, that the United States Shipping Board announcement with regard to the Imperator came as a surprise and that it is likely to upset the plans they had for putting the Imperator into service. Owing to the pressure arising from the strike, the newspapers have made no comment on the decision of the shipping board. Heretofore, the British have maintained that the German ships seized by the United States should be turned over to the Allies on the basis of proportionate losses. The recent announcement that Great Britain would get the Imperator and other German vessels was eagerly welcomed.

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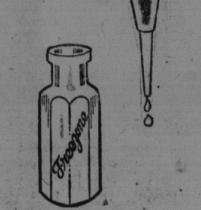
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