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Result and Fall

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HOLDS KEY TO SUCCESSFUL ESCAPE FROM DARTMOOR.
 Lecturing on "The Criminal as Hero" at the Y.M.C.A. Institute, Glasgow, Sir Basil Thomson, formerly governor of Dartmouth Prison, and for many years head of the Criminal Investigation Department, made a remarkable boast. He was, he declared, the only man who knew how to escape from Dartmoor with success; but he was not going to let them into the secret. Prison officials, he added, are added, often looked upon as reprobates and murderers as likely assistants to keep law and order in the place. The worst criminals were the professional class, not burglars, but blackmailers and confidence tricksters.

BRITAIN LEADS IN WORLD SHIPPING

Shipping construction began to decline in the Fall of 1919, when some \$990,000 tons were being built. According to figures given by Lloyd's Register of Shipping, world ship-building is now actually below the pre-war level. That the fall is still continuing is seen by the fact that, whereas in April some 3,679,622 gross tons were in hand, the July 1 figures show that the world total had declined to 3,235,430. Stoppage of construction had affected Great Britain more than all other maritime nations combined. The British total was 200,000 tons below pre-war figures; England, however, has the greatest tonnage under way at present. Some of the other maritime nations show increases. The total work under way in German shipyards is estimated at 500,000 gross tons, or about 200,000 tons more than any other country except Great Britain.

Danzig alone is reported to be building 45,000 tons of merchant ships. Italy, France and Holland still retain their tonnage position. Japan shows the least decline, her decrease being only 1,800 tons from April 1 to July 1, 1922. The United States still has its 6 per cent. of the total, as in 1914.

WIT AND WISDOM.

Continued from Page 1.
 I am sorry, but I have stood it—I cannot tell you how long, speech after speech of intolerable abuse. I am told I ought to bear it like a Christian.

But there are too many people in the world now who think it is the business of a Christian to allow himself to be massacred by the Turks and pro-Turks without ever striking a blow. I am not that sort of a Christian, and as long as I have a sword in my hand, and God gives me strength to use it, I will.

I am told that we were right in our object in keeping the Turks out of Thrace, preventing a massacre at Constantinople, and ensuring the freedom of the Straits of the Dardanelles—that was right, but we ought not to have used force. Now force is the sort of thing that the Turk understands, and I am not at all surprised that it made a very great impression.

Just think for a moment what would have happened. We were advised by both our military and naval authorities that we could not assure the freedom of the Straits for peaceful commerce unless we held both sides. The Turks advanced upon us. The French retired, and the Italians followed close at their heels. We were told in speeches and in the press, that it was our business to do what our allies were doing. Suppose we had not followed behind France. The Kemalists would have been at Chankai if we had allowed them to pass.

It is no use trying to bluff a first-rate fighting animal, and the Turk is that, whatever else he is. You can bluff with cowards. It is no use with really brave men. They know instinctively when you mean business and when you do not. What were we to do? Were we to send a message to Mustapha Kemal saying: "You must not cross this neutral zone, otherwise we will resist you by force." And the moment he uses force the British government were to run away. Is that the policy?

Well we did not. You can, if you like, say we threatened. It is always a mistake to threaten unless you mean it, and it is because we do not merely threaten, but meant it, and the Turks knew that we meant it, that you have peace now.

The fact that the Australians and New Zealanders wired that there were thousands, nay tens of thousands of them, ready to come over so as to prevent the graves of Gallipoli from being desecrated, contributed to this happy result.

Mr. Asquith asks why we did not emulate the patient and forbearing policy which Lord Grey displayed in 1914 towards the Germans, instead of indulging in the amateur tactics of Downing street today.

No one knows better than Lord Grey that when you come to the portal of international factors there are factors over which you have no control—none.

Lord Grey knows that. Take 1914. His proposals were admirable, and I agree with Mr. Asquith that his temper was of the very best, but he was not the Kaiser's adviser and he had no influence over the German general staff.

Lord Grey sought to make peace in the Balkans. He made a peace. But that peace did not stand the jolting of the train that carried it from London to the Balkans. It fell to pieces before it ever reached Sofia. He tried to prevent the Turks from entering the war against us—a most important matter—but German diplomacy was too strong for him. He tried to prevent Bulgaria from entering the war against us, but there again German diplomacy defeated us. Well, now, I have never taunted Grey with that. I do not taunt him now, but what I say is that when you get into the realm of foreign affairs there are things that I will not say you cannot visualize because you do, but there are factors that you cannot influence.

I am told that our Eastern policy has been a series of improvisations which I have sung out of what is supposed to be rather a fertile brain just to suit the caprices of the moment. What has been the policy? Undoubtedly it was, first of all, to secure the freedom of the Straits. Second, it was to take from Turkish rule the non-Christian populations whom you could not trust to the Turkish charge.

Whose policy was that? I did not improvise it. I came into it. When I came into office in 1916 I found a series of agreements with Russia, France, and Italy, and even with Greece, which completely partitioned Turkey. Who did that? Viscount Grey and Mr. Asquith. I was a member of the Government, and approved of it. I made no complaint about it, but I want to say that it was not my policy.

Turkey had been almost completely partitioned by agreements entered into with the various powers before I became Premier. Why did it fall? It fell owing to circumstances over which neither Viscount Grey, Mr. Asquith nor myself had the slightest control, namely, Russia's collapse.

HISTORICAL SURVEY

Continued from Page 1.
 well as the Canadian standpoint, there are two further restrictions also desirable, but of a special kind. The first concerns the amount of money to be possessed by the immigrants, which by order in council of July, 1921, sets the amount at \$250 for single adults or the head of a family, and 125 for other members of the family over the age of five, with exceptions for farm labourers and domestic servants proceeding to assured employment, and for those who are joining near relatives. The second concerns limitation on account of "any economic, industrial or other condition temporarily existing in Canada," and in virtue of this an Order in Council of June, 1919, prohibited the entry of skilled or unskilled labour into British Columbia by certain specified ports. The purpose of these two restrictions is the same, namely, to discourage the arrival of certain classes of immigrants, not because they are individually undesirable, but because the labour market is not in a position to absorb them. The Ontario Unemployment Commission of 1916, drew attention to the large percentage of unemployed foreigners in Canadian cities in the winter of 1914-15. "The welfare of Canadian industry," they urged, "requires that skilled and unskilled labour shall be protected against undue and untimely invasion of workers from abroad. It will be necessary in the public interest to regulate the influx of artisans and labourers during periods of expansion and to check the influx when a redundancy of labour exists." This is especially necessary in view of the fact that periodic depressions are apt to be world wide and to occur simultaneously or at any rate to overlap.

Well, all of these are circumstances over which no Government in this country has any control, so we have had to retrace our policy. I never sought my present position. Bonar Law, Balfour, and Carson can tell you that. I was prepared to serve under any one of experience who was prepared to conduct the war efficiently, in any office, however humble, and I said so. I gave up one of the most powerful positions in 1915 to take up an absolutely new and what was then a very humble office, because I thought that I could serve my country better, and in 1916, if they had said to me—"That's your job"—inside or outside, I would have done it, because there were millions who were facing death for their country, and it was not for a man to pick his job.

I never said then "Make me Prime Minister." On the contrary, I begged Balfour, Bonar Law, or anybody to take that position. I begged Asquith to remain so long as the conditions were assured to his Premiership that I thought necessary so as to efficiently conduct war.

I shall watch many things I shall watch, for instance, to see how we are to forgive Germany all reparations and make France love us more than ever. I shall watch how we are to pay the United States what we owe her and forgive every other country everything they owe us. I shall watch how we are to have a better army and navy and air force; have more houses for everybody, whilst at the same time rents are not being put up; strengthen your educational system and give more to the unemployed, and yet make taxation lighter.

I throw myself on the people whose cause I have never betrayed during 33 years of strenuous public life.

There are just, there are generous people, and to those who have done their best to render their services—and I claim have rendered their services—they will see fair play. I am not afraid of the future. Had I betrayed the people the position which has been put forward in certain quarters would never have arisen.

I have attempted things which even yet have not reached maturity or complete success, and I shall be prouder than ever of the fact—if this were the last day I held this proud position—I would be prouder than ever of the fact that it was given me in the last days and weeks of my Premiership to invoke the might of this great Empire to protect from "indescribable horror" men, women and children by the hundred thousand who are trusting to the plighted word of France, Italy and Britain as their shield and their defence, and who are thanking God at this hour that Great Britain has kept the faith.

A Touching Message.
 America's message to England—U.O.U.S.S.—London Opinion.

Diplomacy.
 "Ten guineas! My husband would never buy me a ten guinea hat!"
 "Oh, yes, he would, my dear, if you started off by asking him to buy you a Rolls-Royce."—London Opinion.

WHEN LABOUR REIGNS.

The dream of a Labour Government giving the workers whatever they choose to ask, says the Westminster Gazette (London), is destined to fade before a real touch with affairs. Labour control can never create a Utopia. We take it that the time will come when Labour will be in full power in this country. When that is the case the Government will find that its power of creating better conditions are subject to the same limitations and the same disappointments as cramp the energies of "capitalist" administrations.

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THE THREE-MILE RUM LIMIT.

A solar plexus blow to prohibition enforcement especially on the Atlantic Coast, is seen in the recent decision by the American President after a conference with the Cabinet that America's prohibition navy shall not in future operate more than three miles off shore. It now eventuates that Article 581 of the Tariff Law specifically confers on customs officials and officials of the Department of Commerce the authority to board and seize vessels carrying contraband goods within four leagues (twelve miles) of American shores. Just how this provision was included in a tariff bill, and how it escaped observation for more than five months is not revealed. Fortunately, however, as the Newark, U.S.A., News remarks, "the power to be exercised under Article 581 is permissive, not mandatory," and President Harding has decided that domestic law shall not be permitted to contravene international law, which fixes the three mile limit.

"It was a dangerous undertaking to board, search and seize booze laden ships outside the three mile limit," points out the Chicago Daily News. In fact several embarrassing situations developed in recent weeks when the prohibition navy seized foreign vessels which appeared to be rum smugglers and handed their captains into court. Their authority for this action was what the Philadelphia Public Ledger calls "a musty old Act of 1797 that has been forgotten for more than a century," which authorized customs officials to board vessels twelve miles at sea, with a view to examining their cargoes. Yet the principle of this Act has never been accepted, we are reminded by the New York Times. Besides, thinks this paper, "it is cynical to track foreign ships, suspected of carrying liquor, beyond the three mile limit while our Shipping Board saloons carry and sell the forbidden juice up to that limit."

The decision of President Harding means that Article 581 of the new Tariff Law will be suspended. And this decision finds approval from editors in all parts of the country, whether their sympathies lie with the "wets" or the "drys." "Fortunately there is some sense in the White House, even if there isn't much in Congress," drily remarks the New York Commercial, while the Philadelphia Public Ledger reminds us that "our laws are our laws, and must be enforced where our own writs run, but it is rather too much to expect the world to repeal its international laws because they are a bother and a hindrance to present plans for prohibition enforcement in America."

FOR YOUR FALL HUNT.
 Hundreds of sportsmen in Canada take their vacation in the hunting season. They are now getting their equipment ready for the chase. The question "Where to go" is the all absorbing one. A region easily accessible that insures real sport and game in plenty is the objective. Let the Canadian National Railways in that vast area in Northern Ontario and Quebec traversed by the Trans-continental Line between Winnipeg and Quebec City. It is virgin country for the hunter, and moose particularly are plentiful. Apply to the Agent of the Canadian Northern Grand Trunk Railway, or write C. K. Howard, General Tourist Agent, Toronto, for illustrated booklet, "Where to Hunt, Fish and Paddle in the 'New North,'" it gives complete information.

BRITISH BUILDING TRADES.
 The building trade is looking up. "Since wages have been stabilized," says Mr. E. Coppock, secretary to the National Federation of Building Trades Operatives, "building contracts, which were held up since the war, have been released to the amount of \$15,000,000, \$5,000,000 of which relates to London alone." "Moreover, unemployment in the building trades has been reduced by 75 per cent. Business should be brisk for another five years."