

"JOHN BULL" PUTS IT UP TO SANE WORKMEN OF BRITAIN

(Mr. Bottomley Deals, in Trenchant Terms, With the Threat—At the Instigation of Mr. Smillie—of a General Strike of Workers as a Protest Against the Carrying of Troops and Arms in Ireland, and Points Out That Such a Policy is the Negation of All Law and Order, and is the first Step Towards Bringing About a State of Anarchy Such as Exists in Russia.)

Somehow or other I had got it into my head that Mr. Smillie had retired from business as a revolutionary agitator and that he had abandoned all claim to the crown in the role of a British Lenin. I thought, perhaps he was content with the mischief he had wrought during the war and that he had decided to rest on his laurels. He has, however, bobbed up again—this time as the "Dread Union" Congress, and has succeeded in carrying certain resolutions which, reduced to their true meaning, amount to the threat of a general strike if the Government refuses to accept the terms of the proposal, in maintaining law and order in Ireland.

What exactly he wishes to set up in the place of the present military and police system, I do not know. Perhaps he thinks it best to let Ulster and the South fight things out, as the Kilkenney case did a long time ago; or perhaps he is so impressed with the success of the Soviet Government in Russia—where every liberty has been destroyed, where labor and laborers are conscripted, where strikes are an offence punishable with death, and where the term "Government" is a misnomer for what is a leading, journal quite correctly describes as "a tyrannical and unscrupulous junta." But be that as it may, he is a man who has a plan, and he must have been with joy at the official conference of General Dyer; whilst, unless testostosterone is one of the planks of his crazy platform, I feel sure he will organize a banquet for the entertainment of Mr. Lavinia when the great International arrives here to assist the British Government in settling the present middle between Poland and Russia.

In the meantime, however, he evidently wishes to keep his hand in, and as a sane counsel he has lately prevailed in the industrial world—thanks to the sound common sense of the leaders like Mr. Thomas, Mr. Clynes and Mr. Bruce—he hits upon poor unhappy Ireland as a ready-made hunting ground for his mischievous activities. He knows that the country is seething with rebellion and unrest. He knows that North and South are only waiting for the opportunity which will be afforded by the withdrawal of British troops to try and settle the matter, and what is more to the liking, he knows, too, that there are plenty of rifles and plenty of ammunition to say nothing of hand-grenades and shillaloes—in stock.

What matters it to him, therefore, that the House of Commons is wearily compiling yet one more Home Rule Bill for the purpose of bringing peace to the troubled land? He observes, of course, that neither Irish Unionists nor Nationalists will have anything to do with the proposed thing—whilst the Sinn Féiners, who are the "bulk" of the Southern population, have already, I understand, announced their intention of making a November bonfire with copies of the new Act, with a suitable effigy of the "base and bloody Saxon" thrown in.

Here, then, is a fine opportunity for Mr. Smillie's activities. "Why should the railway workers," says he, "be compelled to carry soldiers' arms and munitions to be used against a poor, down-trodden country struggling to be free? Why should they bring down upon themselves the blood-guiltiness of shooting down their fellow-men? Of course, he does not ask why Sinn Féin parties should be allowed to ambush and shoot members of the Royal Irish Constabulary, or to ransack post offices, and to kidnap British officers; that, of course, is the other side of the picture, upon which Mr. Smillie turns a blind eye. In other words, he seeks to introduce the new doctrine that any aggrieved section of the community may settle against the Executive when it is simply engaged in enforcing the law—whilst seventy men who had been chosen by the Irish people as their Parliamentary representatives decline to come to Westminster to assist in getting such law amended.

Of course, such a fantastic and extravagant theory cannot for one moment lead us. Testimonial railwaymen would decline to load beer and wines and spirits; vegetarians would refuse to soil their hands with animal food; non-smokers would leave tobacco to rot in the docks; Christian porters would have no truck with Jewish food and merchandise—and I suppose in time every railway passenger would have to declare either his politics or his religion, or perhaps both, before the booking-clerk would issue him a ticket. "Direct action," in any case, is the negation of law and civilization—in such a case as the present it is a species of summer-madness, or of something worse.

I fancy that in his inmost mind Mr. Smillie realizes this truth, and that that is the explanation of suggesting a ballot of the workers before calling them out on strike. Of course, the fact that such a ballot would probably cost many, many thousands of pounds is a small matter in these days. The idea that this money could be better spent in alleviating the distress amongst unemployed ex-soldiers is far

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But the strike hasn't come yet and perhaps it never will. I am certain that if the decision is left to the workers themselves they will realize the folly and the wickedness of the proposal. I have a profound faith in the common sense of British democracy. I mix with working men in all parts of the country, and I know that the best of them repudiate the gospel of violence preached by some of their so-called leaders. I shall always remember a conversation I had with half a dozen railway porters, whom I met during the strike of last autumn. They were leaning on the gate of a level-crossing down in Sussex—watching the volunteers working the line. I asked them to adjourn with me into a little roadside inn a few yards away, where we sat down to a heart-to-heart talk—and there wasn't a single member of the group who didn't regard "a day's strike" as a shame that he should be called off his job.

And so, in this case, I am quite certain the British working man, if appealed to in a straightforward and honest form, will send Mr. Smillie about his business—whatever that may be—Horatio Bottomley.

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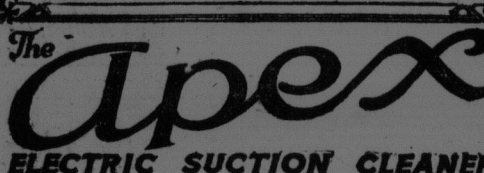
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By Order of
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Dept. Public Works, Canada.
PAUL D. SARGENT, Chief Engineer,
Maine State Highway Commission,
Department of Public Works, Canada,
Ottawa, July 29, 1920.

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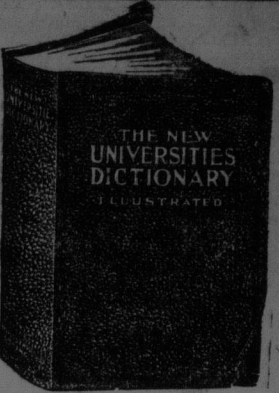
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