

lished, the admirable biography of Sir Sidney Lee, are of no avail in convincing our enemies on the Continent that King Edward was not the father and originator of the Triple Entente, for the deep-laid purpose of isolating Germany. No one was more truly grieved than Sir Edward Grey when death deprived him of so excellent a special ambassador for the consummation of his policies; yet, as we now know, no one would more promptly have resented the undue participation of the Crown in the conception or direction of foreign policy.

Sir Edward soon made it plain that he was also on the side of tradition and against the ambition of certain groups in Parliament to demand information and to exercise control in diplomatic negotiations.

This attitude was a great disappointment to the forward wing of the Liberal party; and since that time there has been a growing breach between them and the Foreign Minister. Sir Edward has now come to be recognized as one of the first of what may be called the group of Conservative Liberals.

It was after the last Balkan treaty was signed at Bukharest that the Kaiser is reported to have said, "Not I, but Sir Edward Grey, is the most powerful man in Europe."

Sir Edward was not, is not, and never could be held to be a man of genius. He has not any great experience or striking aptitude for affairs.

He is not a born Foreign Minister in the sense that Lord Kitchener was a born administrator. We must add that he is also no orator.

But there is a mysterious and secret force in the man which sometimes we have attributed to his love of solitude.

Perhaps in our heart of hearts we never regarded him as so great a man as in those early days of the war when with what depths of thanksgiving we read the first of the many White Papers dealing with the period immediately preceding the war!

Of course you may argue that this (his calm attitude) in a statesman is a virtue. But there is another point of view which demands that our leaders shall really lead; and in time of war, leaders should sound a clarion note, avoiding subtleties and sophistries. Democracy still likes its sentiments strong; still loves to see its precepts set in heavy headlines. Gentle reasoning is all very well for days of peace. We want fiery eloquence in time of war.

Sir Edward Grey has courted the charge that he is as much of a friend to Germany as Lord Haldane, and that he is guilty of an undue clemency wherever the enemy is concerned.

Undoubtedly the conduct of the Foreign Office in regard to the blockade of Germany, the delays over the declaration of various articles as contraband and the early attempts to enforce the unpopular and unratified Declaration of London, supplied a basis for reasonable criticism.

Sir Edward clung tenaciously to this unhappy instrument, which had its making in his department; and even went so far as to give our enemies a famous rallying cry in admitting that after the war there might be a profitable discussion of "the freedom of the seas." In the whole course of the Foreign Office over the blockade, in its reluctance to increase the list of contraband, in its refusal to declare a blockade in law what was already one in fact, in

its too tender treatment of the susceptibilities of not always friendly neutrals, is to be found a weakness for which Sir Edward must shoulder the blame.



Sweden: "This food requires strong teeth."
(Sweden is represented by the Danish cartoonist as having exported so much food that she has only the gold she received for it to eat.)
—Social Democrat, Copenhagen.

It was not until the utter failure of his diplomacy in the Balkans and in the Near East that the ground opened beneath him, and much of his prestige was engulfed in a general earthquake.

Of course one must not forget, in connection with Sir Edward's failure in the Balkans, that he was hampered on every side by the ambitions of Italy and the sentimentality of Russia.

But even granting all these difficulties, Sir Edward still treated Balkan governments with too much blunt honesty and too little subtle intrigue. And so he failed lamentably; and our prestige in the Near East went down with him. In attempting to beat Levantine diplomatists at their own game, he stood about as much chance as the Pope would have at a poker party.

REAL USES FOR ZEPPS

*Should Have Helped Kaiser's Navy
—But Failed*

THE supreme value of the Zeppelin, in the opinion of a writer in the English Review of Reviews, is as a scouting auxiliary to the fleet and in this respect we are powerless in the face of the enemy. Seaplanes and aeroplanes cannot do the work of the Zeppelin—no sea vessel, however swift, can compete. The zone of vision from a Zeppelin is in-

initely greater than anything obtainable from the surface of the ocean. There is no danger from submarine attack, and a Zeppelin can remain for hours practically stationary, high above that wonderful network of naval defence and patrol existing in the North Sea. Close contact by wireless between the airship and the German raiders or fleets enables the maximum of advantage to be taken of any temporary gap or preparation to be made against coming attack. We on our side have no such "eagle's eyes" to aid us.

To-day there is (the article was written before the Skagerrack fight) much probability of a naval attack on our coasts—probably directed towards the narrower waters of the Channel. Zeppelins are scouting, locating the various fleet units, giving a comprehensive account of our whole defence lines. When the Zeppelins signal "Steam ahead," then from many miles back the German warships will steam out and the fight be on. And this is the real value—the real danger of the Zeppelin—not the power to throw bombs on villages in England.

We have remained without acting now for years, in face of a known peril, and to-day we are doing nothing. Every detail of the construction of the Zeppelins has been known for years, but we are still unable to make one. Since the beginning of the war even, there has been time enough to make many Zeppelin factories—the works on Lake Constance of the old wise Count turn out one or two a week, but we have only completed one airship of this type in twenty months. Several years ago we pointed out that thirty or more Zeppelins could be built for the cost of one super-Dreadnought, and each Zeppelin in the naval battle that is to come will be the doom of many super-Dreadnoughts, even if it never throws a bomb.

U. S. NEGROES UNEASY

*Clouds on the "Colour Line"
Trouble the South*

RAY STANNARD BAKER takes up the old, old negro problem of the United States in an article in World's Work. He sees difficulties ahead and claims that no one who is at all familiar with the conditions which confront the American negro at the present time can doubt that discontent and unrest among them have been spreading, particularly within the last two years.

This is due in part to perfectly clear and possibly temporary economic causes. The war in Europe has made the staple industry of the South—cotton-raising—momentarily unprofitable; and the burden has naturally fallen most heavily upon those with the least resources, both white and coloured, and has resulted in a sharpening of competition between the races for the tenancy of the land and for the available work of the towns. In several instances the point of violence has been reached. Last spring, as a single example, night riders appeared in New Madrid County, Mo., and nearly cleared that district of negro labourers.

But the strain due to the present distress in the cotton industry, which may be only temporary, is



Nobody Home!
—N. Y. Morning World.



The Speech of Bethmann-Hollweg: "The Peace-Polichinelle."
—Louis Raemaekers, Amsterdam Telegraaf.



Money talks, but the lack of money talks louder.
—Racey, Montreal Star.