

POOR DOCUMENT

MC 2035

THE EVENING TIMES AND STAR, ST. JOHN, N. B., WEDNESDAY, OCTOBER 8, 1919

THE PRINCE LAYS CORNER STONE OF CITY HIGH SCHOOL AT VANCOUVER



GERMANY'S CRIMES  
COLOSSAL BLUNDER

Gave Britain Legal Weapon Which Spelt Defeat to Enemy

BY INDIRECT BLOCKADE

Viscount Finlay Gave Montreal Canadian Club Instructive Address on Great Britain's Retaliatory Measures

(Montreal Gazette.)

"Retaliation and the Indirect Blockade" was the subject of an address given yesterday by Rt. Hon. Viscount Finlay, late lord chancellor of Great Britain, at a largely attended special meeting of the Canadian Club at the Windsor Hotel. Lord Finlay dealt with his subject in a strictly judicial sense, couching his arguments and theses in a manner that suggested a judge of the supreme court rendering decision on an important case.

In opening, Lord Finlay dealt with the much-abused phrase, "freedom of the seas," and the contention on some sides that private property should be as free from seizure on the seas as on land. This right on the seas, he said, 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 could go on in war as untrammelled as in peace time. As to rights on land, he remarked, these had not been notably observed by Germany.

Naturally neutrals considered these rules 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. "Therefore if Germany had to be hit it must be done by the indirect blockade."

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.

Dated to Napoleonic Wars.

As to retaliation for wrongs done by the enemy, Lord Finlay said this dated back to Napoleon's time, when he in 1807 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, whether neutrals or not.

Napoleon's provocation was great, but was absolutely nothing as compared with the ruthless policy announced by the



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German submarine campaign, in attacking and sinking any vessel carrying traffic to or from Great Britain. "If what Napoleon tried to do deserved seventy-fold vengeance," said Lord Finlay, "then what the Germans did deserved seventy-fold vengeance. (Applause.)"

"It was absolutely impossible for the British to retaliate in kind because no British government could ever stoop to retaliation which involved the murder of women and children." (Cheers.)

Therefore the British proclaimed first a blockade of all direct trade to German ports, and later an indirect blockade, designed to prevent the carrying of trade to neutral ports, which eventually was to find its way by land to the enemy country. At the same time a rationing system was adopted, to permit such countries as Holland, Scandinavia and Denmark to secure their normal supplies, but not enough to permit of export to Germany. This principle of retaliation, he argued, was perfectly sound in law and morality, because otherwise an enemy country, no matter what crimes it committed, could entrench itself behind neutral regulations, and secure its supplies through neutral countries.

This doctrine of the indirect blockade, considering not merely the ostensible, but the ultimate destination of supplies, had been laid down in the American civil war, and this principle of ultimate destination still held good in determining contraband with an indirect blockade. The blockade was enforced, with agreements, and further enforced by means of blacklists of concerns trading with the enemy, which ultimately proved effective in stopping practically all trade between neutral countries and the enemy which might have aided Germany to continue the war, the principle being that such trade, even though going to a neutral country, if ultimately destined to Germany, was as much contraband as though destined for an enemy port.

"I have tried briefly," concluded Lord Finlay, "to explain what an indirect blockade meant, and I think everyone is agreed that England was abundantly justified in all she did. Offences such as Germany had committed could not be allowed to continue, and by these submarine outrages Germany gave us a weapon of retaliation completely within the usages of international law that ultimately made Germany feel she had been guilty not only of a crime, but of colossal blunder." (Loud applause.)



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Watching New York Boat at the Canal

A sojourner within a certain belt of territory lying across Cape Cod would be likely to be immensely surprised some day when looking out across the land he saw emerging from behind a stretch of woods and then making steadily on right across the country a tramp steamer or maybe a three-masted schooner or perhaps a yacht or a tow of barges.

He would marvel at this greatly for a moment, thus to see vessels proceeding straight across the fields, but then it would strike him that the vessels he was looking at were in the Cape Cod Canal, the canal itself invisible from his point of view.

Probably the most interesting of all the canal's sights is seeing the New York boat go through at night. This

is something that in summer, in fair weather, many people flock nightly to see, coming in automobiles and about, including summer dwellers - having houses in this part of the Cape.

For the greater part of its length there is a road along each side of the canal, these roads at some points coming very close. The canal is crossed by two great highway bridges, one at Sagamore, near the eastern or Massachusetts Bay end, and the other at Bourne, near the western or Buzzards Bay end. Each bridge

has a lift span that is opened to let the boats through.

The New York boat, on its way from Boston, enters the Massachusetts Bay end of the canal about 8:30 p. m. Before that hour the roads have begun to stream with automobiles and the bridges have begun to fill with people who have come about to see the spectacle. Many of the automobiles follow the canal along both sides, going from their starting points on one side and

near one of the bridges; some park along the way.

At its eastern end, right near Massachusetts Bay, where the boat enters, there is a bend along which the boat comes first, where her hull is out of sight, but along which, from the Sagamore Bridge, you can see a mile or more away, her masthead light moving along slowly but steadily as the vessel progresses; and then in a few moments the vessel herself, all lighted, appears from the bend, all straight into that straight mile

stretch from the bend; and as she turns she throws down along that stretch and upon the bridge the bright beam of a searchlight, and then she comes on slowly with just movement enough on her to give her steerage way, making for the open draw, upon which her searchlight is always playing.

As she comes nearer you begin to see the passengers walking around on her decks, which are all flooded with light from electric lamps out of sight overhead, under the protecting hood. As the

boat comes nearer you can very plainly see every movement they make as they walk leisurely, viewing the canal, while the people on the banks and in the automobiles and on the bridge regard with keen interest the boat and them.

She comes closer and closer, and now she is actually entering the draw, moving very slowly. You can't hear the propellers; she moves in perfect silence. Scant minutes later she is clear of the draw and moving a little faster. Then the crowd on the Sagamore bridge dis



JIM was a lineman before the war. It was difficult to find a uniform broad enough across the shoulders for him when he "joined up" in 1914.

Jim found army discipline hard at first, but picked up the "war business" very quickly. He was one of the first of the "trench raiders," a Canadian contribution to the art of warfare. Jim seemed to bear a charmed life. Time after time in the dead of night Jim jumped into a German trench, spreading fear and disaster, and returned safe and sound.

But one fell night his luck gave out. He stepped into a stream of machine gun bullets. When consciousness came to him again, far in the rear of our lines, he was horrified to find his right leg missing.

During the ensuing months Jim's progress was - Clearing Station, - Boulogne, - "Blighy" and Home - Canada!

The shock of the operation left Jim pretty weak for a time. He was content to sit idly in a chair in the sun. But this grew tiresome after a bit. When he began to think about getting back to work he realized that a lineman with an artificial leg was rather impractical. That was his trade. He had spent years at it. And now he was barred from following it.

At this critical juncture, the Department of Soldiers' Civil Re-establishment came forward and with knowledge and experience pointed the way out.

After long and earnest discussion, it was mutually decided that the nearest thing to his old trade was that of a telegrapher despatcher. If Jim couldn't any more string wires on the poles he could learn to send

the messages over the wires that the other fellow put up. So under the direction of the D.S.C.R. telegraph instructor Jim studied and perfected himself as an operator. This accomplished, the D.S.C.R. quickly found him a position.

Jim is all right now. He's contented as only a man who works can be contented. He is earning more money than before. His enthusiasm is high for the D.S.C.R., which gave him the training whereby he is again an independent and prosperous citizen. After all, it was for Canada that Jim fought and suffered - and Canada is only too eager to repay Jim and every man impaired in body or health through service to his country.

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The records of the Department of Soldiers' Civil Re-establishment contain endless details in the matter of re-training ex-soldiers—a disabled farm laborer is now a machinist; a carpenter who lost four fingers on his right hand is now a draughtsman at a good salary; a former plasterer is now a printer. So it goes—a long and interesting record of men deprived of limbs or impaired in health—equipped with training and knowledge, now following new and suitable trades.

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This great nation-wide organization of the D.S.C.R. requires a considerable expenditure.

To meet its expenses a part of the Victory Loan 1919 is to be used. But its maintenance, until every disabled ex-soldier is fitted with a vocation enabling him to earn for himself an adequate and independent living, is one of the most sacred obligations that Canada has to discharge. Support to the limit of your ability—the

| Department of Soldiers' Civil Re-establishment                       |         |
|--|---------|
| Brief summary of the work to August 31st, 1919.                      |         |
| <b>VOCATIONAL</b>  |         |
| Total number of retraining courses undertaken.....                   | 17,448  |
| Variety of occupations taught.....                                   | 280     |
| Total number of men now in training.....                             | 11,484  |
| Total number of graduates.....                                       | 5,955   |
| Percentage of re-trained men placed in civil occupations.....        | 80.20%  |
| Sick.....  | 3.23%   |
| Discharged.....  | 8.87%   |
| Unemployed.....  | 5.74%   |
| 100.00%  |         |
| <b>MEDICAL</b>   |         |
| Number of amputation cases fitted with free artificial limbs.....    | 3,744   |
| Pairs of orthopedic boots supplied free.....                         | 2,941   |
| Number of amputation and orthopedic cases given free service.....    | 14,148  |
| Number of tubercular patients treated.....                           | 3,809   |
| ..... restored to gainful work.....                                  | 2,932   |
| Average number of men receiving free medical attention per week..... | 5,129   |
| <b>INFORMATION AND SERVICE</b>                                       |         |
| Total number of applications for employment.....                     | 68,673  |
| ..... placed in employment.....                                      | 61,278  |
| ..... enquiries answered re soldiers' benefits.....                  | 245,103 |

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