Submarines and Security Not Merely a Scrap of Paper

By J. L. Garvin

Guarantees against misuse must be asked at this Conference, and we cannot doubt that so far as signed paper can provide them they will be given. At present even on paper no guarantees exist except what are implied—and we do not underestimate it—by the absolute renunciation of war under Article II. of the Kellogg Pact. There are, however, such things on record as the "Root Resolutions," which have never been ratified by France. Why? These Resolutions were intended to form a part of the rest. They were introduced by that great veteran of law and wisdom, Senator Elihu Root. Amongst other things these articles prohibited attacks on any merchant ships whatever by submarines.

There is no more indispensable provision in connection with the Kellogg Pact and the accepted "outlawry of war" by the whole world. At Washington, in February, 1922, just eight years ago, the Root Resolutions were signed by all the delegates, including the representatives of France. But from that time to this they never have been ratified by France herself. They are consequently null and void. The extraordinary position at this moment is that there is no legal protection for the shipping and trade of any country against indiscriminate destruction by submarines. Into this insufferable situation the interests of all maritime peoples in the world have been brought by the logic of one people insisting on complete Armed Security for herself without any normal regard for the logic and security of others.

It follows that two things are required. First, the agreement of the French delegation to ratify those articles of the Root Resolutions which in our later language "outlaw" the assassination of merchant ships; and, secondly, the actual and adequate reduction of the total French submarine program, with specific limitations as to numbers and sizes.

We repeat our hope that of those two points, the first will be amicably secured. France can have no interest in resisting the overwhelming opinion of the world. For if the Conference failed on the submarine question that opinion would have to be organized. In due course, every signatory to the Kellogg Pact would have to be invited to sign the anti-submarine articles of the Root Resolutions. By no possibility can this part of the question be allowed to remain where it now stands.

But that is not enough. Submarines, of all naval weapons, cannot be exempt from reduction all round with complete elimination of the competitive element. Without tough difficulty sufficient success in this direction will not be secured. France will not only reject on military grounds the British and American arguments for abolishing the submarine. One, the famous "global" principle, France claims the elastic right to allocate a large margin of tonnage either to one type or another as she may deem well. Her naval policy still is to create a dominant submarine force. We understand the argument. But there one logic meets a larger logic firmly representing, as we said, the general interest of all maritime peoples. In international affairs, as in natural affairs, the logic of a large majority cannot be expected always to give way to a minority, no matter how convinced, cogent and tenacious.

Elasticities of transfer within the "global" system of total tonnage so as to enable the most sinister type of naval weapon to be increased though other types might be diminished—this is a most dangerous principle. It strikes at the very root of a main object of the Conference—eradicating naval competition. For example, so far as France at the end remains free to develop her submarine war, so far Britain will be compelled to multiply and improve destroyers. No option would be left to this country. Up to now, our neighbors, in reply to every suggestion for reducing the numbers and standardizing the types of submarines, could point to the American, British and Japanese monopoly of giant battleships. At last, that particular ground of objection has been swept away.

Here we come back to the new and drastic policy of scrapping the seacastles most distinctly declared by the American Secretary of State, though Mr. Ramsay MacDonald and the British government are well known to be in absolute harmony. The original idea, though good in itself, was far less sweeping and trenchant than what is now offered. Under the terms of the Washington Treaty all the floating fortresses, forty-eight of them, now possessed by America, Britain and japan, were to be abolished by 1942; but other Goliaths, equally large and more destructive, as embodying the ceaseless progress of naval science, were to replace them. The Conference opened with a general willingness on the part of the American delegation, quickly reciprocated by Great Britain, to prolong the legal life of the naval Anakim and to suspend all replacement until 1936, when, at another conference, the whole question of the future of battleships would be freely re-considered in relation to political circumstances at the time and to the advances of naval technique in the interval. This by itself was a great thing. The financial saving to America, Britain and Japan would have been over £200,000,000, otherwise bound to be spent by them on "replacement" between 1934 and 1937.

Now comes the greater lead. If the whole Conference reciprocates in other ways, America and Britain will begin this year to scrap a large proportion of their existing battleship fleets. The process will go on as fast as the Admiralty can manage it. This country at present has two more battleships than the United States, and must do most for parity. By next autumn at furthest Britain would scrap five of her sea-castles, America three, and Japan one—that alone would mean nine hulls out of forty-eight, or nearly a fifth part of the whole bulk of metal now embodied in the monsters. Nor need it end there. For the purpose of bringing the Conference to a memorable triumph in every chief respect, the three battleship Powers might well agree to scrap within the next half-decade twice as much as they already contemplate.

Details about the future of cruisers, both large and small, are about the future of destroyers, involve many cross-arguments which are exceedingly important. We cannot go into those details now. As regards Britain and America alone, settlement on the basis of parity is ensured on thoroughly reasonable and considerable lines with regard to cruisers, as in every other respect. Mr. Stimson's statement means President Hoover's fair deal, and there could not be a fairer deal. We still quite decline to believe that Japan by insisting upon one ten-thousand-ton cruiser more, will entangle the whole proceedings; instead of following Bismarck's advice and reinforcing the imponderabilia of Security by a further gain of both American and British good-will.

The American and British proposals for the sweeping reduction of battleship strength forthwith are a tremendous example of moral and practical courage in the cause of Naval disarmament. Will France make an equal response by reducing her submarine programme and agreeing to prohibit absolutely the use of that arm for the destruction of merchant shipping. Or will she insist upon a logic of Armed Security, which is becoming more and more incompatible with the security of many other nations, and conflicts with the world's urgent opinion and its rising causes?—Montreal Standard.

Nerve Saves Plane

Captain Kingsford Smith Performs Unique Experiment With 'Plane

Sydney, Australia.—Capt. Charles Kingsford D. Smith, the Australian ace who flew from the United States to Australia in 1928, has just performed one of the most thrilling exploits of his career.

He is now the director of an airline. Recently when one of the company's triple-engined machines made a forced landing in a forest clearing near Bonalbo, Northern New South Wales, it seemed that the plane could be removed only by being dismantled.

Smith went to the scene, repaired the damaged under-carriage, tied the plane's tail to a tree and set his engines going full speed. When the machine lifted from the ground a farmer cut the rope and the plane flashed away like a rocket.

Even then the straining plane, ducking like a broncho could barely rise above the towering forest trees. A topmost bough tore the fabric from underneath the fuselage and the machine trembled like a wounded bird, but it kept up and Smith got it safely to the airdrome.

Defence of the Dominions

Singapore Free Press: At present, and presumably for a good many years to come, there will be no one of the Dominions which could regard itself as being in a position to resist the aggression of any of the major world powers, nor, it may be added, owing to physical and geographical conditions, could a combination of Dominions which excluded the Mother Country carry out such an effective resistance. For the present, therefore, the Dominions have to recognize that reliance must be placed upon Great Britain to carry the main burden of Commonwealth defence.

Dr. Cook Appointed Manager of Camp

Chicago. — Dr. Frederick A. Cook, who won transitory fame in the Arctic and paid for a misstep by spending five years in Leavenworth penitentiary, started his "come back" recently with the cheers of 900 boys ringing in his ears.

He has accepted a post as permanent physical director of the Boys' Brotherhood Republic and will direct the organization's summer camp at Burlington, Wis.

The 65-year-old man straightened his shoulders and smiled when the 900 boys shouted their confidence in him as he was made a life member of their organization. Only two persons have been so honored in the past, Mrs. Marshall Field and President Roosevelt.

Tighter Watch On All Liquor Being Planned

Disquietening News from U.S. Border Officials Received that Speedy Boats Aimed to Intercept Smugglers, Leaving Canadian Side of Boundary

END OF SMUGGLING

With reports from Ottawa indicating that the proposed bill prohibiting clearances of liquor shipments from Canada to the United States will be carried successfully, there is further news of an extremely disquietening nature to those associated with the "liquor rings" across the international boundary.

It was based on a report from Cleveland, Ohio, that a giant cordon of "mother ships" with schools of small speed boats plying between, will be stretched lengthwise through the centre of Lake Erie this spring in a new attempt to block the flood of Canadian liquor pouring into the United States.

Just what this means to this interested in the liquor business here is indicated in the fact that, even if the Government's proposal to ban clearances of whiskey to the United States proves a failure, and liquor is still permitted to be cleared under export for the United States, rum-runners are still confronted with the possibility of having their wares stopped half way across the international boundary line.

Whether or not the Government bill will be passed, of course, remains to be seen, but the fact remains that whatever happens, United States authorities are tightening up their border patrol and are aiming themselves more strenuously than ever against the inroads of the smugglers.

One thing is certain, however, those in touch with the situation claim, and that is the fact that if the bill is passed, liquor prices across the border will go skyrocketing overnight.

Although liquor made in Canada is still plentiful across the border rum-runners will have very reason to boost their prices if the bill is carried, "risks," etc., they will claim, warranting any increase. And with the United States' customers demanding their liquor, it is quite certain that whatever prices are asked on this side of the boundary they will willingly be paid.

The news that the United States was preparing to tighten its patrol, was still more disquietening when it became known that the plan according to Arthur P. Fenton, U.S. Commissioner of Customs at Cleveland, calls for the removal of the rum-chasing activities of the coastguards and allied patrols from the harbors and rivers of the American shoreline to the international boundary out on the lake. To do this, all the nine coastguards districts, it is reported, will be unified into one front against the smugglers.

Reports from Cleveland state that the "mother ships" are to be the 75-foot cruisers. These will be stationed at approximately 10 miles anchorage along the watery border line. Between these ships, the small speed boats will keep a constant patrol on the look-out for raft laden with Canadian liquor, each ship being in constant communication with the others and the shore.

Word of all boats leaving Canada laden with liquor will be wired headquarters at Cleveland and the information will be relayed to the cordon. There are now 84 small picket boats in service, Fenton states, and to these will be added 15 new 32-foot cruisers capable of attaining a speed of 50 miles an hour.

As yet the Canadian shore is icebound; but as soon as the ice breaks up the war will be on.

Washington—Passage of the proposed Canadian law which would ban clearance of liquor cargoes to any country which forbids such importation, would end all important liquor smuggling on the Great Lakes, but would increase activities of this kind all along the Atlantic seaboard, according to Assistant Secretary of the Treasury Seymour Lowman, in charge of customs and coastguard services.

He also believes that it would do away with the need for any great increase in the number of men for the consolidated border patrol, which has been proposed to Congress by President Hoover.

"Passage of the Canadian Anti-Liquor Clearance Act, which I understand is expected to be accomplished by Easter, will greatly lighten the work of the customs and coastguard services on the Great Lakes," he said. "This has already been shown by the fact that on the Dominion shores opposite Detroit and Buffalo, the warehouses are being cleaned out of what liquor they have on hand and are not restocking. This indicates that the Canadian liquor dealers who have been shipping to the United States are assured that the anti-clearance law will be passed.

"At the present time we have about 200 men in the Detroit area and about 150 in and around Buffalo. I doubt if these forces will be materially reduced for some little time, but these men will have an opportunity to pay more attention to other work, and this will enable them to handle a large part of the tasks for which President Hoover asked an increase in the personnel of the consolidated border patrol he suggested to Congress.

"Another effect which the passage of this act will probably have will be increased efforts to smuggle Canadian liquor to this country via the French ports of St. Pierre and Miquelon, at the mouth of the St. Lawrence. At the present time these two places are the bases from which the greater amount of liquor illicitly entering this country comes. The Great Lakes situation being well in hand, and with the coastguard relieved of its concentrated patrol of the inland waters, it will be able to handle this situation far better, without any great increase in personnel.

Petty Stuff Only

"The passage of this act will mean that smuggling on the Great Lakes and its tributary water will be confined to petty stuff. In the past the rum-runners could take their boats up to export docks and load them with scores or hundreds of cases of whisky. Now they will be compelled to rely upon the liquor stores run by the various Canadian provinces, and can only make their purchases by the case at the most and then at far higher prices than they have paid in the past.

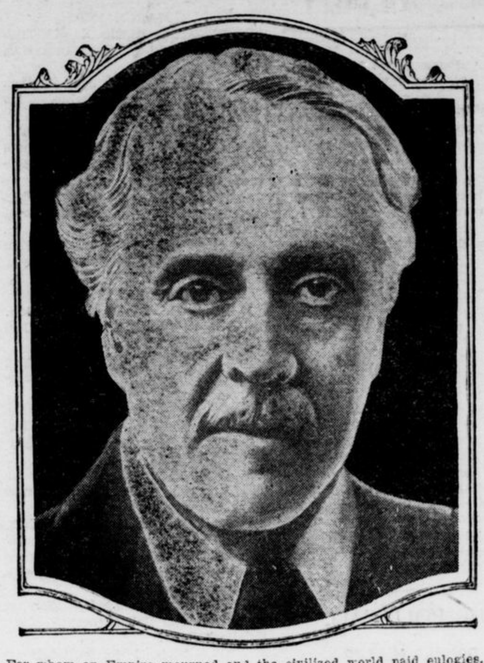
"Perhaps more important than anything else will be the fact that a continual source of friction between the two countries will be removed and this country will do its part to repay the Dominion for its action by halting, where possible, all smuggling from this country to Canada."

The world's deepest oil well, drilled in 1929, is in California and is 9,350 feet deep.

He: "Am I the first man you have ever kissed?" She: "Of course! Why do all men ask the same question?"

In a certain club they own an abnormally slow card player. His partner once observed, "Excuse me but is this Auction Bridge or Suspension Bridge?"

The Late Earl Balfour



For whom an Empire mourned and the civilized world paid eulogies.

Theory Discounted By Hon. V. Massey

Tide of Auto Travel Not Due to Prohibition

Washington.—Hon. Vincent Massey, Canadian Minister to the United States, discounted the theory that prohibition is responsible for the tide of automobile travel into Canada from the United States.

In an address before the annual conference of the United States Automobile Association and Motor Club executives the Canadian Minister asserted that considerably more cars per capita come from Canada into the United States than move north into the Dominion. During 1929, he said, more than 600,000 motor cars crossed the line moving south, while 4,500,000 cars drove into Canada.

"To come up to our standard as visiting neighbors in proportion to population," he continued, "I must politely point out that you will have to send us 7,500,000 cars.

I have suggested the motor car as a very potent factor in international relations. The automobile is now engaged the world over in crossing boundaries, reminding its passengers of different characteristics which mark people on both sides, and giving them sympathetic appreciation of why such differences exist."

British Youths Come to Canada

Montreal.—Juvenile immigration to Canada was inaugurated for 1930 during the week-end when the first parties of British youths for Canadian farms landed at Halifax, having been brought forward under the auspices of the Canadian National Railways. Two parties, totalling 46 boys, reached Halifax during the week-end, and will be placed on farms in Ontario by the British Immigration and Colonization Association.

These boys have been specially selected from various parts of the British Isles, by the Juvenile branch of the colonization offices of the Canadian National Railways in London and represent a splendid type of British youth eager to better themselves by gradually winning ownership of land in Canada.

Juvenile immigration is one of the most promising features of colonization at the present time. Last year some 1200 youths were brought to Canada under the auspices of the Canadian National Railways, the majority of whom are making good on farms throughout Ontario province.

There was never yet a truly great man that was not at the same time truly virtuous.—Benjamin Franklin.

An Unusual Picture from the City of the Dodges

THE AIRPLANE HAS CHANGED PHOTOGRAPHY THE WORLD OVER

Bell Tower on Island of San Gleorgio Maggiore, Italy, is known to thousand of tourists, and lies in Venice harbor. In distance may be seen the popular bathing resort.

Business Good Compared With 1929

Department of Finance Report Shows We Have No Reason to Fear Future

Ottawa.—Although business in Canada, in so far as its course was reflected in the indices of the chartered banks, showed a recession during the first month of the current year, the situation as at the end of January compared favorably with the corresponding date last year.

The monthly bank statement issued by the Department of Finance the other day showed that current loans in Canada, an accepted index of business activity, totalled at the end of January $1,386,806,716, an increase of $160,000,000 over January 31, 1929, although a decline of $19,000,000 from December 31, 1929. Current loans outside of Canada were $257,516,432, a decline of $2,000,000 from January 31, 1929, but an increase of $7,000,000 over December, 1929.

Call loans in Canada at the end of January were $237,421,000, a decline of $31,000,000 from January, 31, 1929; call loans outside of Canada were $211,750,000, a decline of $115,000,000 from January 31, 1929, indicating a lessened demand for brokers' loans in New York.

Notice deposits, which were $1,439,814,000 at the end of January were higher by $5,500,000 than at the end of December, but lower by $84,000,000 from January 31, 1929, indicating a certain drain on savings accounts.

Bank note circulation at the end of January was $156,062,000, a decline of $19,500,000 from December 31, 1929, but only of $2,000,000 from January 31, 1929. The bank note circulation at the end of January is always about $20,000,000 less than at the end of December, so the decline indicated above is slightly less than the seasonal change. Bank note circulation in Canada attained its highest end-of-January figure in 1920, being then $217,000,000, but that war at the peak of high prices. Since pre-war the note circulation has increased from $97,000,000, Jan. 31, 1914, to $156,000,000 an increase of 61 per cent.

While these banking figures, on the face of them, seem to indicate that business in Canada in January of this year was as good if not better than in January of last year, that view needs to be discounted by the fact that the banks have substantial loans more or less tied up with the wheat pool, and probably with private grain traders. These loans are doubtless good business for the banks, with the three prairie governments standing behind the wheat pool; but they have been and still are to some extent inactive loans; they have not contributed much business to the transportation companies, although probably most of the dollar-per-bushel loan made to the pool and by it advanced to the wheat growers has been expended by them, to the benefit of business.

SEES NO HARD TIMES IN WEST

Winnipeg.—A hearty vote of optimism was sounded by C. H. S. Bamford when he addressed the annual meeting of the Manitoba Retail Merchants' Association here. Mr. Bamford is general sales manager for one of the biggest retail concerns in the city, and he based his statements largely upon the figures supplied by W. Sanford Evans, M.L.A., who is recognized as one of the ablest statisticians in the Dominion.

Every sign points to a decided improvement in business condition in the West, Mr. Bamford told the gathering, and there was no reason for pessimism provided ordinary caution and common sense are employed. Sales are mounting in Winnipeg every day, and we are on the threshold of a better and brighter day in Western Canada, he said.

"I don't believe for an instant that we are in for hard times in the West," Mr. Bamford emphatically declared. "Everywhere signs point to a decided improvement in business." One of the reasons the speaker advanced for his optimistic views is that the agricultural production of the three prairie provinces—field crops, livestock, dairy produce and poultry—amounts annually to a figure approaching the enormous total of $1,000,000, while the railroads are this year embarking on a western expansion program costing $60,000,000 and the industrial output of Manitoba alone is worth $162,000,000. He did not mention the mining developments which are estimated to be circulating $1,000,000 a month in Manitoba alone, but he pointed out that so long as there are people producing all that wealth in the west, there is a sound market for a vast amount of goods, as people must live and have something left over after buying necessities with which to purchase luxuries

"Hard times" is largely a mental attitude, forget them, and go on as you would have you never heard of such a bogey, was Mr. Bamford's counsel.

Two commercial travellers met in the dining car and opened conversation. "Of course, you're from Lancashire?" said one. The Manchester man replied that he was, and asked why the question had been asked. "Oh, I was just accounting for your accent," said the other. Suddenly the Manchester man said: "And where do you come from?" "Worcester," replied the traveller, innocently. "Ah, well, now I can account for your sauce."

Gandhi's Campaign Doomed to Failure

Calcutta Business Man Sees Indian Independence as Remote—Caste System Too Rigid to Permit of New Status

Independence or even Dominion status for India was declared to be very remote indeed by E. Klemis, Calcutta business man, in an interview.

Mr. Klemis has resided for the past five years in Calcutta and is engaged in the cotton industry. He is on his way to Europe.

"While crossing Canada I have been astonished to see the amount of publicity your papers give Mahatma Gandhi," remarked Mr. Klemis. Gandhi receives very little notice in India and even in the vernacular press he is given very little prominence. The amount of publicity given to the Indian Nationalist leader in newspapers in this country is out of all proportion to his importance," Mr. Klemis said.

"It is generally felt among Europeans in India that the viceroy has been rather too hasty with his declaration that India would be given Dominion status just as soon as expedient," Mr. Klemis said.

Failure is Seen

"My belief is that India will have to wait many years before she can attain to that political standing. And Gandhi's campaign for Indian independence is doomed to failure. Indians themselves recognize that.

"The independence of India will never be an accomplished fact because the caste system of the country is too rigid," Mr. Klemis explained. "Solidarity of the people of India will never be attained on account of the caste system. Moreover," Mr. Klemis added, "the most powerful element in the country are the Indian princes and they certainly do not want Indian independence as it would terminate their rule and put an end to their sources of wealth which is the land.

Real Danger

"The real danger in India is from Communist propaganda," Mr. Klemis said. "Soviet agents infest the country and only last year stores of arms were discovered in Meerut. It will be remembered that the stimulus for the Indian mutiny centred in Meerut. Communist plotting in India never gets into the papers," Mr. Klemis remarked, "and this is infinitely more important than Gandhi's disobedience marches and other campaigns for Indian independence."

Mr. Klemis remarked also that he had recently been in Shanghai for a short time. Shanghai, he said, had completely returned to normal since the Nationalist disturbance of two years ago. There was no suggestion of ever ceding the concession to China. Capital is pouring into the great port and that is an indication of the confidence felt in the future of Shanghai, Mr. Klemis said.

Prince Looking For White Rhinoceros

Heir to British Throne Snaps Elephants With Camera

Masindi, Uganda.—Despite terrific heat the Prince of Wales has walked long distances to film elephants in their native haunts. He obtained splendid pictures of elephants in close quarters in the thick bush of the lake Albert and White Nile districts.

Sir W. F. Gowers, Governor of Uganda, returned from Butiaba and said that the Prince had completely shaken off the effects of his recent malarial fever.

He has done no shooting, preferring to operate his motion-picture camera. At one place he had an opportunity of bagging a big tusker but he merely took a film, saying he did not care to shoot animals if he had not worked hard in a stern chase.

The royal camp has moved further dow nthe Nile and will soon proceed to a rhino camp, where the Prince hopes to snap white rhinoceros. Then the party will move to the Congo, visiting the Pygmy country.

Returning from the Congo, the Prince expects to do some shooting in the Mongolia district during the trip down the Nile to Khartoum. It is possible that he will fly from Khartoum to Cairo.

Magistrate: "How do you know that these fowls you accuse your neighbor of stealing, were yours?" Prosecutor: "They were black and white fowls, your Honor." Magistrate: "Why, that does not prove anything. I have black and white fowls myself at home." Prosecutor: "Yes, your Honor, this isn't the first time I've missed fowls."

"Now, Harold," said the school-mistress during the history lesson, "when did William the Conquerer land in England?" A thoughtful look appeared on the face of the youthful schoolboy. "Well, teacher," he said after a period of hard thinking, "I don't just remember." "But surely, my boy," she said a little angrily, "you have read your books; and doesn't it state 'William the Conqueror, Hastings, 1066?" Harold's eyes opened wide with surprise. "Why, yes," he replied; "but I always thought that was his telephone number."

ONTARIO ARCHIVES
TORONTO