

## THE POLISH POGROMS

**H**EARTRENDING STORIES of the massacre of defenseless men and women in the Jewish quarter of Lemberg have filtered through German sources to the press of Western countries and have proved a grievous disappointment to many friends of Poland. They feel, we are told, that it augurs ill for Poland's new-found liberty and independence if the worst horrors of Czarist Russia can find any place in the new state. The Manchester *Guardian*, long an advocate of Polish freedom, writes in an indignant tone:

"We were in hopes that the more democratic Government in Poland which has replaced the reactionary Regency Council would put an end to the anti-Semitic policy and the pogroms against Jews which have disgraced Polish politics of recent years, notably during the war. But the new Government either has not the will or has not the authority to suppress these barbarities, and the massacres of Jews by Polish legionaries have become more and not less hideous. Polish legionaries are reported to have sacked the Jewish quarter of Lemberg, burned down six hundred Jewish houses, and slaughtered thousands of Jews. Even allowing a margin for exaggeration, this is one of the very worst pogroms in Russo-Polish history. It used to be one of the boasts of the Poles that their country was unstained by pogroms, and the boast was more or less warranted until Mr. Dmowski—the gentleman whom the Foreign Office accepted as the representative of Poland—and his friends took to specializing in anti-Semitism as a political doctrine. Once the Poles started to learn the lesson from the Russians they rapidly improved upon their teachers, and they are taking over the practise of pogroms when the Russians are abandoning it.

"It is partly an expression of a diseased nationalism which will brook no racial or national difference or variety. It is partly a device of the old Polish oligarchy to counter the new democratic tendencies and divert the demand for social reform. Both reasons help to explain why the pogroms are worst in Galicia. Polish nationalism is at its most jingo in Galicia, because there the Poles are seeking to trample upon the national rights of two other peoples, the Ruthenians as well as the Jews, and hope to prevent them claiming their rights by massacre and terrorism. Galicia, again, is a land of great estates, and it is calculated that pogroms may be an effective counter-irritant to Bolshevism. The Peace Conference will have to safeguard the rights of the national minorities in Poland. But meanwhile there is the more elementary and urgent task of saving their lives. In both the armistice with Austria-Hungary and the armistice with Germany the Allies have taken power to send troops into Polish territory to preserve order. Surely the time has come to exercise that right."

On the other hand, one of the most distinguished Polish publicists in the West, Mr. W. Czerniewski, denies the pogrom story *in toto* in the London *New Witness*, claiming that it is a subtle piece of German propaganda to snatch in the East what the Teutons have lost in the West. He says:

"Through the Wolff Agency the work of propaganda has been steadily carried on. One after the other telegrams are dispatched announcing a state of anarchy in Poland, giving the details of a pogrom against the Jews. This campaign was launched as far back as last February, when mass-meetings were held in Krakow and Lemberg to demand the restoration of an independent Poland, with access to the sea. Following on these demonstrations the Wolff Agency issued reports of anti-Semitic riots in Galicia, together with statements of the appearance of Bolshevism. These statements were absolutely false. I have had the opportunity of seeing and conversing with men who actually took part in these national demonstrations, and they solemnly assure me that no anti-Semitic riots have taken place. In this connection it is important to note that there have never been Jewish pogroms in the districts inhabited by Poles, with the single exception in 1905 of a pogrom in Siedlee. On this occasion, however, the pogrom was arranged and carried through by the Russian troops, who alone took part in it. . . . On every side, Poland is surrounded by anarchy, and it is quite possible that if pogroms have occurred German and Austrian troops returning from the front were implicated."

The motive the Germans have in circulating these "rumors" abroad is thus described:

"Germany has lost her game in the West, but she will not throw down her cards in the East. Her present scheme of politics is not confined to the saving of her eastern frontiers. Her aim is also to Balkanize eastern Europe. She desires, therefore, to see a small and weak Poland, an independent Ukraine, an independent Lithuania, together with White Ruthenia and Esthonia. If Germany's aim in this direction be fulfilled her ambitions would be undisputed. None of these people would be in a position to oppose seventy million Germans. Honeycombed by German intrigues, mutual internal dissensions would arise, they would quarrel among themselves, dissipate their energy in petty affairs, and serve Germany as a bridge to the further East. And the old story would be repeated yet again. The sap of the East would pour new blood into German veins, the Balkanized East would be a fertilizer through which Prussia would find invigoration, and, once more recuperated, seek revenge on those who have destroyed her to-day. Lord Robert Cecil has said that the German revolution may only be a trick. Even so, Germany is playing the most cunning game that even she has ever launched. Beaten in the field, she is still fighting a great battle, a battle in which she is employing those forces which are in existence in ourselves. She is endeavoring to poison our minds, to weaken our will, to disintegrate our purpose."

## BELGIUM NOW A SOVEREIGN STATE

**T**HE FIRST ACT of King Albert upon reentering his defiled capital was to summon the Belgian Parliament and proclaim the entire independence of his country. Heretofore, it will be recalled, Belgium enjoyed a neutrality guaranteed by four great Powers which was supposed to render her immune from attack and invasion. How futile the supposition was, the world knows, and now the Belgian people have decided to stand upon their own feet, free and unfettered by any foreign suzerainty. Even the Germans admit that this makes for the peace of Europe. Some little while ago when the Hun occupied Belgium and the Pan-German jingoes were pressing for its annexation, Professor Delbrück wrote in the *Neues Wiener Journal*:

"Belgium is not merely a German question. It is a problem which interests the whole universe. America itself, we can not think of denying it, has an essential interest in the independence of Belgium, for if Germany exercises, even if only indirectly, a supremacy over Belgium, then France and England would find themselves in a situation such that they could not be regarded as great Powers and the world would not consent.

"I leave aside the question of right and of morality. I consider that the question of Belgium is in this respect decisive, and that without the independence of Belgium there can be no durable peace."

Switzerland has hailed the independence of Belgium and welcomes her gladly to the family of sovereign states, and the great Geneva paper, *La Suisse*, remarks:

"After August 4, 1914, Belgium ceased to be neutral, and altho the Belgian Government has kept up the legal fiction of its permanent neutrality, it was clear that it would be renounced at the first favorable moment and that Belgium would declare its wish to reestablish an unfettered state under new laws.

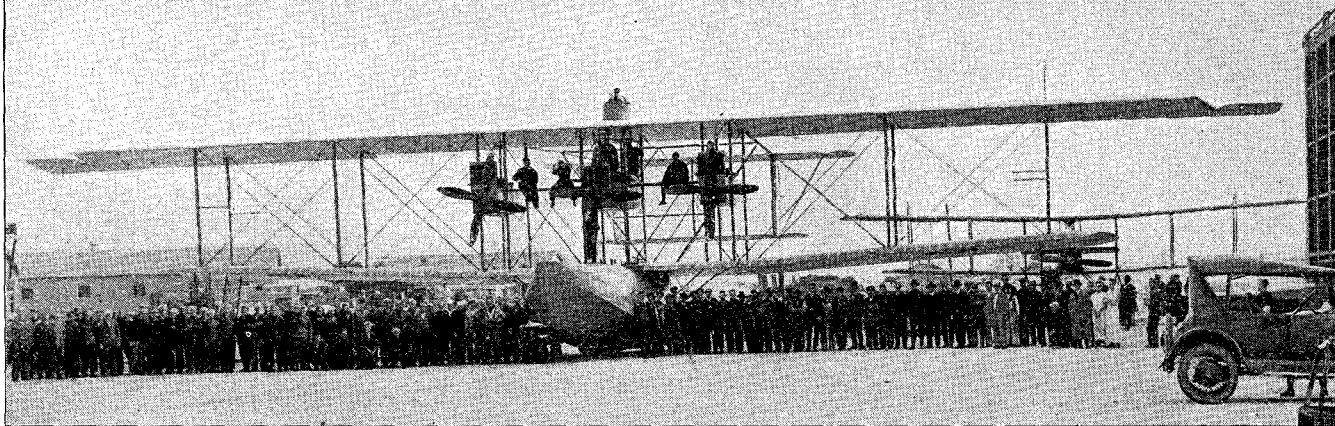
"Like her neighbor Holland, as well as Denmark, she wishes henceforth to exercise a voluntary neutrality, free from all formality or promise, and to be able to renounce it at will if it be to her advantage to do so.

"Consequently she rejects the permanent neutrality for which she did not ask, which was forced upon her at the beginning of her history by diplomats and prevented her from having a true foreign policy, and by its very character constituted more of a guaranty for the Powers—which were suspicious of one another—than for her.

"The result will be that at the Peace Conference—instead of having to accept a settlement propounded by the other Powers—Belgium will play her own part, the important rôle of an equal and sovereign state."



# SCIENCE - AND - INVENTION



Copyrighted by the International Film Service, New York.

THE TRACKLESS WILDERNESS WILL YIELD ITS FRUITS AND ORES TO THESE GIANT PLANES.

## TO-MORROW'S AIR-TRAVEL

THE "MOST BEAUTIFUL, inspirational, and serviceable of man's inventions" will shortly be wholly at man's service, carrying mails, freight, and passengers for long distances at incredible speed, exploring wildernesses, surveying and mapping continents and oceans—doing a score of things that no vehicle hitherto at our disposal has been able to effect. Already we are carrying our mails by airplane and doing some other kinds of transportation. In Europe at least one aerial ambulance is at work, and in places the airplane is maintaining a fire-patrol in, or rather above, forest areas. Plans are on foot for extensive development of aerial transportation in several parts of the world, we are told by Robert Everett, who writes for *The Nation's Business* (Washington) an article entitled "New York to Bagdad via the Air-Line." He says:

"The record of what the airplane does to-day is startling, or would be if the world had not been calloused to remarkable achievements since the war began. It is not improbable, however, that it will seem unremarkable a few years from now. . . . Avoiding an effort at prophecy, it is undeniable that the present employment and powers of airplanes point the way to their manifold further use in both peace and war, and that well-founded plans for aerial passenger services, mail services, commercial air routes, and aerial patrols are in formulation.

"Among these plans is that for an aerial mail and fast passenger service between Paris and London, to be extended to other European cities, and perhaps eventually to other continents. English business men of importance have discussed this plan, and cost- and rate-tables have been published which establish an operating cost of scarcely more than a dollar a mile for an airplane appointed to convey from a dozen to twenty-five persons across the Channel, from the one capital to the other, in three and one-half hours. It is quite likely that this service will be established once peace returns.

"As an earnest of the immediate future of airplanes, every great government is endeavoring to insure for itself the completest advantages that can come from the number of serviceable airplanes, and the great facilities for their further production, that will obtain when peace limits their employment for military uses. A committee of the United States Government has recommendations in hand based on investigations into possible profitable commercial employment of all classes of planes, and a British Civil Aerial Transport Committee antedated it by several months.

"The important members of these committees foresee the principal immediate *post-bellum* uses of the airplane as carrying mail, transporting passengers and valuable light freight, maintaining coastal patrols, and carrying out scientific surveys and explorations. The Congress of the United States, as a matter of fact, already has provided an initial appropriation for the establishment of aerial postal routes and the creation of a personnel. . . .

"While, therefore, the carrying of passengers by air already is not uncommon, usually these passengers are on special missions of some description. Commercial passenger-transport by air is known to some extent, especially in Germany, before the war, with dirigibles. That heavier-than-air machines are flying to-day, however, capable of carrying twenty-five persons, is promise enough, of course, that such transport will be developed. Its development will come with a better knowledge of wind currents and with the establishment of landing-grounds at frequent intervals along regular routes. It is interesting, however, to know that the members of governmental committees, who are preparing for the airplane's commercial future, reckon that by air route New York will be just two days from London or three and one-half days from Bagdad; that Marseilles will be only eight hours. Constantinople and Petrograd will be only twenty hours from London; Ceylon will be two and three-quarter days, Tokyo four and one-half days, Sydney five days, Cape Town three and one-half days, Vancouver three days."

No one concerned with aviation, says Mr. Everett, doubts that airplanes will be crossing the Atlantic within a very few years. Only the entry of the United States into the war prevented a trial flight in 1917. The route was to have been from Newfoundland to the Irish coast. There are unquestionably large planes in existence to-day which can carry enough fuel to drive them across the Atlantic if winds are not strongly adverse. The writer goes on:

"The carrying of freights by air is little done to-day, except such freights as bombs and propaganda leaflets. Freight-carrying by airplane is certain to no less a degree, however, than the transport of passengers. Some warrant of this is apparent in plans drawn up for aerial harbors and freight-terminals. Extensive blue-print plans for one such enterprise are prepared, the site being a certain beach beyond the immediate congested center of New York. A very comprehensive air-freight and air-passenger receiving-station also is designed for the port of Rome. Air-carried freight will be of two sorts. It is believed, first, light, valuable freight or freight of quick perishability, which may be carried above established land or water routes; and, secondly, freights of varying classes to be transported from remote points not now easily accessible by other means of transportation. The carrying of securities, and even of bullion, from one hemisphere to the other or from country to country, is a suggested example of the first one that might have important effects in the adjustment of international balances. Many classes of express freight carried before the war by swift ocean-liners may also come into this classification, and innumerable domestic deliveries of valuable or perishable goods are contemplated as soon as planes can be obtained. Of the second class of freight-transport by air the carrying of tropical products from regions remote by a hundred miles or less from established railroads has been suggested and its early feasibility considered in England. In South America, before war claimed