

ciple and with the opinions expressed in the United States Senate.

If America clamors for the independence of the places owned by other countries, without taking any steps regarding the territory she has formerly taken from other countries, it means that she is doing wrongs herself while rebuking other countries. Is it not easier to make one's own territory independent than the territory owned by others?

If Americans really mean to claim independence for Korea and Ireland, they should return to Mexico not only California, Texas, Kansas, Utah, and Nevada, which were captured from Mexico, but also a part of Wyoming, Arizona, Colorado, and New Mexico.

If it is true that America has asked the Omsk Government for the lease of Kamchatka, she should agree to the Japanese Government leasing some areas or islands in Mexico or other countries.

Otherwise, the action of Americans in clamoring for independence for the territories of other countries and in bandying the principle of justice and humanity will be regarded as hypocritical; it will be taken for granted that Americans delight in the disturbance of peace in other countries.

While addressing the above-mentioned advice to America, we urge that at the first conference of the League of Nations Japan should bring forward a proposal for the execution of the principle of self-determination in Hawaii and the Philippines. This proposal will prove an acid test of America's so-called principle of justice and humanity. — From the *Yamato*, August 25, 1919.

THERE are increasing signs of a regrettable state of things in Ireland. Following on the recent shooting of a police sergeant came a daring raid for rifles at Fermoy. It seems that while eighteen men of the Shropshire Light Infantry, carrying rifles and sidearms, but no ammunition, were on the point of entering the Wesleyan Chapel, they were fired on by a party who drove up in motor cars, seized a number of rifles, and escaped. A number of men, supposed to be implicated in the affair, have since been arrested. Private William Jones, aged thirty-four, fell, shot dead. Three

other soldiers were wounded. At the inquest next day the jury returned a verdict of death by a bullet wound inflicted by persons unknown, and expressed the opinion that the attack on the soldiery was made for the purpose of capturing the rifles and not for the purpose of killing anyone. This outrage was followed the next night by retaliation, though not in kind, by the soldiers stationed in the town. Shortly before nine o'clock a party of troops led by men of the Shropshire Light Infantry and Royal Field Artillery appeared on the streets and set to work to smash the shop windows. They were joined by a number of women and boys, and systematic looting began, with the result that some fifty or sixty shops were wrecked within an hour and a half. The whole body, reports a *Times* correspondent, was led by a soldier, who gave signals with a whistle at intervals to rally his followers and direct their movements. Hundreds of pairs of boots and shoes were taken from the shops by the mob, and the soldiers were seen marching to the barracks swinging boots or shoes in their hands. A jewelry shop belonging to the foreman of the coroner's jury at the inquest on the body of Private Jones received particular attention. The crashing of falling glass dominated all other sounds while the affair lasted, the windows of business houses in several streets and along the quays being broken.

WARTIME restrictions are completely removed and the tourist can now travel wherever he wishes in the North of Scotland. No longer has one to obtain a passport and photograph to travel beyond Inverness. This being so, it is somewhat surprising that comparatively few people appear to be undertaking the long journey to Orkney. The journey to Inverness is even at present comparatively easy from Manchester, if one is prepared to pass a night in the train and awaken in the capital of the Highlands early next morning. Beyond Inverness the train journey is slow, as the line follows the coast, but the views obtainable of the Beaully, Cromarty, and Dornoch Firths amply repay one for the fatigue endured. The grandeur of the mountains of Sutherland is probably unsurpassed in

these islands. The final stage of the journey to Thurso through the brown hills of Caithness after Forsinard is left behind is somewhat wearisome. There are miles upon miles of practically uninhabited countryside, reminding one of the South African veld.

Thurso is reached in time for luncheon before embarking on the mail steamer at St. Ola for the passage across the Pentland Firth. On leaving Scrabster the distant hills of Orkney come in view, and if the day is clear the cliffs of Hoy, with the famed Old Man, can be distinctly seen. The Pentland Firth, with its tide-races and exposure to the Western Ocean, is capable of providing the traveler with some unpleasant experiences and recollections, but frequently the Firth does not live up to its evil reputation, and the passage is effected without any rough-and-tumble. In any case, even when the mail steamer lurches and rolls her worst, it is a comfort to recollect that she is reputed to have crossed twice daily for fully twenty-seven years, and that she has never yet 'couped.'

But the chief attraction at the present time is that the mail steamer does not pursue her usual course, but diverges to call alongside the naval base ship H.M.S. *Victorious* with mails and naval ratings. After a two-hours' journey we enter Scapa Flow by the Longhope entrance.

Here one gets some idea of what a great improvised naval base looks like, even now, when the Grand Fleet has for the most part departed—the shores of the islands covered with temporary buildings of all sorts, the coal hulks, hospital and repair ships, the immense floating dock, the crowds of drifters and mine-sweepers, the general air of bustle and hurry. Before running alongside the *Victorious* an obliging petty officer points out a group of fully a score of salvaged German destroyers, all huddled together in Lyness Bay, also, marshaled side by side, three salvaged cruisers, the *Nürnberg*, the *Emden* (the successor of the famous cruiser, with an enormous Iron Cross painted on her bows), and another. It is only after we cast off from the base ship that we fully realize the cataclysm which has overtaken the mighty German navy. We steam for a considerable

distance past numerous masts with wireless equipment popping up everywhere above the surface, suggestive of the powerful ships now rusting at the bottom of the sea. We note a destroyer lying almost high and dry on the beach. We steam past the mighty hull of the *Seidlitz*, lying on her side like a great whale or monster of the deep, half submerged on the one side, showing her red bottom and rolling bilges, on the other her funnels and decks with their fittings, a sight never to be forgotten.

A short distance from the *Seidlitz* lies the *Hindenburg*. She has sunk erect; no list is detected in her masts or funnels, and her deck is still well above the surface. Her appearance does not give one the same sense of overwhelming and irretrievable disaster as is afforded by the *Seidlitz*.

Before leaving Orkney one should see Holm Sound, or one of the other entrances to Scapa Flow, still sealed against the ingress of submarines or other craft by British merchant ships sunk stem to stern, linked together by chains, with the tide racing between them. The surprising thing to a landsman was the way these 'block ships' appear to have survived, apparently with little or no damage, the stormy seas of several northern winters.

The trip roughly outlined in these notes is well worth undertaking, if it were only for the unique experience of seeing what is left of the High Seas Fleet.

W. B. B.

ALTHOUGH the solicitors to the Duke of Devonshire will neither confirm nor deny the report that Devonshire House, Piccadilly, has been sold to a British syndicate, there is every reason to believe that the statement is correct, and the purchase price is understood to be about £750,000.

Since the Duke of Devonshire went to Canada in 1916, there has been more than one offer for the acquisition of his historic mansion, and rumor has been busy with various schemes which were said to be on foot for the establishment of a large hotel to be run by an American syndicate. Whether the British purchasers of the property intend to erect an hotel or an imposing block of high-class flats cannot at present be definitely stated; though in-