

MR. LLOYD GEORGE TO BE RETURNED

Opposition Divided and Cabinet Strengthened

Remarkable Reforms—Britain Has Made Changes Believed Impossible in Peace Time

London, Sept. 10.—The British parliament will meet again in October, but practically only for the funeral obsequies and then to the country and a khaki election. During the present recess the prime minister will reorganise his cabinet preparatory to the contest and his supporters will carefully survey the battlefield, deciding whether a Lloyd George Liberal, Lloyd George Unionist, or Lloyd George Laborite will be the strongest in the several constituencies.

To free England from the Asquith government the present coalition was formed. A Union government was created by including in the cabinet representatives of many groups, of which there are about a dozen in British political life. Many were retained in the cabinet and others brought in solely on account of their following. Since then the process of elimination has rid the government of much useless timber and strong additions have been made, but much remains to be done in this direction. During the recess this work will be completed.

No Social Revolution. England will not pass under the control of the Labor party nor will there be a violent social revolution. The new party, Lloyd George's party, will comprise moderate Liberals, progressive Conservatives and temperate Laborites, and Liberalism will be represented by the prime minister, Conservatism by Hon. A. Bonar Law, and Labor by Messrs. Hodge, Barnes, Roberts, Thomas and Clynes, of whom Mr. Clynes, the new food controller, appears to be the strongest man and has the greatest following among the British workmen. Hon. Arthur Henderson, former member of the Lloyd George government and leader of the Labor party, has broken with his old associates and is rapidly drifting into the camp of pacifists and Socialists, the Snowdens, Outshaws and Ramsay MacDonalds.

Opposition candidates will be drawn from Socialists, Socialistic Laborites, Asquith Liberals, Irish Nationalists, Sinn Féiners, the new National party, which is really the stand-masher of Conservatives and probably the Ulsterites, depending though entirely on the passage of a home rule bill. If this measure is left in abeyance, then the Ulsterites to a man will support the coalition, but if not, will form an independent group supporting the coalition measures, but fighting its solution of the Irish question. If the same conditions prevail in November as now, the Asquith Liberals and the Irish Nationalists will be the chief sufferers in the contest.

Hon. H. H. Asquith has lost the confidence of the electors and his followers will go down with him, while in the present state of Ireland the Sinn Féiners will capture the majority of the seats at present occupied by John Dillon's supporters. Lloyd George has the swing of victory behind him and with a disorganised opposition there appears little doubt of his success.

Both the social and political "revolutions" prophesied for Britain after the war are well under way and without any apparent disruption. The British may reform but will never revolutionise. Drastic, violent upheavals are foreign to its nature and traditions. He will not destroy what he can cure by legal methods. Already the new educational bill is in effect, woman suffrage has been granted, the housing problem is well on the way to a solution, a living wage obtained for workers, the swine industry inaugurated and other advanced legislation accepted which five years ago would have been fought to the last ditch. It is true the new parliament will be more ruthless. The military caste and the hereditary office-holding caste will feel the stress of reform. They may survive, but in a modified degree. Business and labor Britain will control.

It speaks wonders for the calm character of the British mind that in the stress of a great war a new political party could be founded and the entire social system reformed. Representatives of these great parties, Liberal, Labor and Unionist, have condescended to give Britain temperate government and they have solved problems for the advancement of British welfare that were considered impossible of solution in the days of peace.

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Shipwrecked Crew Stunned By Depth Bomb From T.B.D.

Mess Boy, Seeking Adventure, Trying to Swim to Surface When Charge Exploded—Terrible Sighting

An Atlantic Port, Sept. 10.—The first details of the sinking of the American steamship Lake Eden by a German submarine on Aug. 21, off the English coast, with the loss of her captain and sixteen of the crew, was brought here today by report of the survivors, who arrived on an American transport from England.

The story was told by Walter Ramon Hersey, nineteen years old, a mess boy, who was making his first trip to sea in search of adventure. He had left an office in Wall street, New York, where he was a clerk, to sail for England on the Lake Eden. While trying to swim to the surface, after he had been drawn down under by the suction as the steamship went down stern first, Hersey and his mates were stunned by the explosion of a depth bomb dropped from a destroyer. "We had left a port in England," he said, "on the way to France with 3,000 tons of coal, when the Lake Eden was struck by a torpedo on the port side by the engine room at 1:30 p. m., after we had been out eight hours. I was taking a nap on the hatch at the time and was blown over to starboard with the coal that was in the port bunker. Two sailors standing by the hatch were blown fully ten feet in the air, struck their heads against the boom above, and fell down on deck, while the two naval wireless operators were knocked out of the radio house. The explosion wrecked the galley and killed the two cooks who were eating dinner inside at the time, and three others, the boy's son, two firemen, first and third engineer, and the captain were all killed by the torpedo. I knew the captain, George A. Bruce, had been killed, because I passed his body when I was swimming just before the depth bomb got me.

"The crew's quarters were aft," Hersey continued, "and four seamen were caught there when the door jammed, and they were drowned like rats in a trap. Ralph Hooten, a gunner with the naval guard, was caught under the ship, and also went down with the ship. I was alone and was only about a minute or so after she was hit.

"We were also four miles off the shore and within sight of a lighthouse when the attack was made. Directly after the torpedo struck the Lake Eden the order was given to abandon ship. Two were smashed by the explosion, the third boat was smashed against the ship's side, and only the number 1 life boat was left. Ten of us tried to get into it, and the last man who jumped from the deck caused it to turn over, and we were all thrown into the water. I was drawn down by the suction, while trying to swim to the surface, a British destroyer dropped a depth charge, which was the most terrifying sensation you could possibly imagine. Everything was black before my eyes, and my ears hurt me most dreadfully. Then I lost consciousness, and when I recovered I found myself clinging to the upturned lifeboat with sixteen other survivors of the crew.

"We hung on and drifted for an hour or more and then we were rescued by a British patrol boat, which landed us on the coast of England."

CANADA NEEDS SHIPS

(Montreal Star.) Ships, owned and manned by Canadians, are the implements by which the richest material harvest of present years must be reaped. There is no other way to capitalise for the nation the advantages of a world overturning which has opened many new fields of opportunity for the Canadian trader.

All the great nations will greet a return to peace with increased shipping facilities. We must put the Maple Leaf on the high seas or drop down to a low classification amongst commercial powers when war ends.

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Canada's Crops Will Reach Billion Mark

Eastern Yields About Offset The Western Losses

Corn and Oats Increase; Buckwheat Escapes Frost; Livestock Prices Maintained; Thrashing Returns; How Heavy Grain

(By F. M. Chapman, Editor Farmers' Magazine.)

Totaling the crops of Canada from the census returns and from reliable estimates in the provinces, including Miss Cora Hind's reports in this issue, we find that the whole field crops of Canada this year will likely total \$1,000,000,000 in value. Considering the heavy drought and frost damage to the grain crops of western Canada in August when the wheat totals have been reduced by nearly 100,000,000 over 1917 returns, this is an amazing fine record.

Ontario carries a great crop in all departments, to do so. Quebec and the maritimes, where advances that the oats are record crops in many places. On the whole eastern Canada surpasses in wealth her wonderful field crops returns of 1917.

Field crops of Canada last year figured out by the census bureau at \$1,448,000,000 in value. The loss to the western crops shows how strong the whole country is by reason of its mixed farming and live stock operations. Had the prairies held even an average wheat crop year, the returns would readily have beaten any previous year. But the splendid crops in eastern Canada have held up the totals to a point which is optimistic in all lines. The Ontario government has a report for the week is optimistic in all lines, with comparatively little demand for labor. The good weather has assisted farmers to take care of their crops. In very few places in Canada will there be any shortage in money this year.

No Frost Damage. Although the first week of September has opened up with much cooler weather in eastern Canada, no frost damage to buckwheat, tomato and corn crops is reported from south and central Ontario where the bulk of these crops are grown. Warmer weather is expected and the outlook now is for a good month for the week is optimistic in all lines. The supply of foodstuffs and dairy products is plentiful. There is a fairly large acreage of buckwheat in Ontario and Quebec which will be harvested this month.

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Americans Find Desolate Scenes In Enemy's Wake

Trees Spared By Shells Have Been Felled By Enemy's Saws—Little Value Found

With the American forces on the Aisne front, Thursday, Sept. 10.—(By the Associated Press)—In their endeavor to keep up with the Germans who are retreating beyond the River Aisne, the Americans have organized automobile machine gun detachments with three men to each car. More than thirty cars were operating north of the Vesle River early today.

As not much German infantry had been sighted, the automobile machine gunners were uncertain just where their advance might lead them. The outfit had supplies of food and equipment to enable them to keep after the Germans for days.

As the Americans pressed forward it was different again than that which had greeted them in their advance from the Marne to Vesle. From the Vesle northwards, the plateau, the Germans had cleaned up virtually everything, taking with them all of value of use, and were burning what they could not move northward or which might be of use to the French and Americans. The Marne and the Vesle the Germans had left great stores of supplies and ammunition because of their hasty withdrawal.

The roads on the plateau north of the Vesle were in fairly good condition, although in some places over ravines the Germans had endeavored to destroy small bridges. Engineers quickly repaired the roads and Americans on foot and on horseback, and mule teams, automobile trucks, and motor cycles went ahead along grain fields overrun with weeds and passed villages with houses shot to pieces, but nowhere encountering anything of military value.

The plateau for every few miles was dotted with frames of German airplanes, from some of which the Americans had seen German bombers. The frames stood in aviation fields at a distance of a few miles. The Americans believe that this plateau must have been the principal German aviation site for operations against the Paris and the districts in between.

One canvas covering for the hangars were taken by the Germans when they retired, and the wooden frames were so damaged by shells that they were virtually worthless.

Behind the advancing Americans is the desolate valley of the Vesle. Between Baucourt and Fismette the Germans burned the freight cars along the railroad, and twisted skeletons of the cars are standing on the tracks. The wires along the roadway between Baucourt and Fismette had been cut down by German saws and by German shells. The stone houses in Fismette have small holes in their sides and roofs, and some were smashed by German bombers, who endeavored to drive out the Americans.

Big Shipments Of Spars Arrive At Parrsboro

Three shipments of spars recently arrived in Parrsboro, N. S., from the Pacific coast and others are coming soon. As many of these shipments are heavy freight, each shipment is made on three cars. The freight on one shipment of twelve spars—all long ones—was a little over thirteen hundred dollars. Several shipments of square timber have also been received, and more have been ordered. The lumber is of various lengths and some of the shorter pieces are shipped on a single car, while two cars are required for longer sticks. The freight on one of the two-car loads was nearly twelve hundred dollars, and freight rates have advanced since that was received.

One of the eastern lumber operators has written to "the lumberman" of the United States and Canada. The shipments are made in box cars, and average about four cars per day.

Two stern schooners are loading spruce lumber—chiefly boards and scantling for the United States, and two others that have been in port at Parrsboro for some time, will commence loading for the same destination as soon as repairs are completed. More railway "wobblers" are being put in, and the high production indicates that she is thoroughly built in every respect. Her cabins are finished in Douglas fir, with hardwood floors, which is something of an innovation in vessels built on this side of the continent.

Life, for the German soldier, is not all pain and sorrow. For in distress he is captured occasionally—Detroit News.

Canada And The British Preference

(Toronto Star.)

"Some one should inform the British people, or a section of it, that Premier Hughes of Australia has no authority to speak for all of the overseas Dominions. They should be told that when Mr. Hughes stands on a British platform and practically serves the motherland with an ultimatum demanding preferential trade treatment for the Dominions he does not speak for Canada. Canada's position in the matter of preference is being adhered to by Sir Robert Borden and the union government now. The position of Canada is, and has been, a self-respecting one in the whole matter. We grant a preference on British goods entering our market because we desire to do so, because we think we ought to do so, and because it isn't bad business at all to do it.

We have not asked and do not now ask a British preference in return, because that would be meddling with a fair not our own. And it would be bad business to introduce that kind of preference. As matters stand, the preference we now give British goods is entirely our own affair, and we can increase or diminish it, shift or change it, as our interests require. It is as it stands incidental to our own present tariff and revenue scheme.

The idea in this country is that Canada wishes to mind her own business in such a matter as this, refuses to ask favors difficult to grant and which she does not need, and particularly refuses to lend her name and voice to the purposes of any one political group in England in its conflict with any other school of opinion. We cannot be made use of in that way.

"British newspapers who use his speeches to prove that the Dominions are thundering for their particular trade policy are either themselves deceived or trying to deceive others."—Ottawa Journal.

Canada granted a preference to British goods in the Canadian market, and expressly declared that the doing of it was in no way conditional upon the granting of a similar preference to us.

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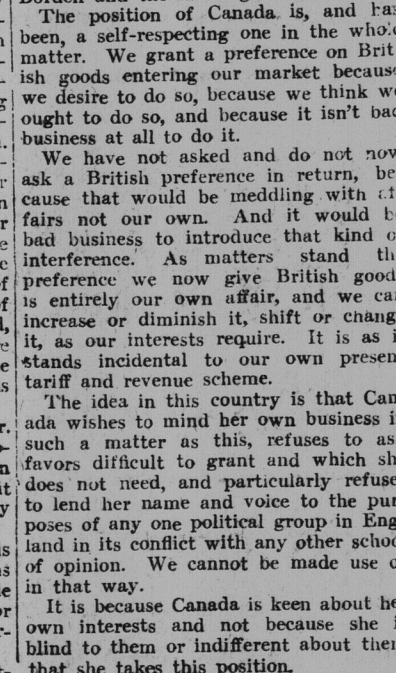
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NO FAVORITISM

The school we must attend is the school of experience. And no matter how many flowers and red apples you fetch to teacher dear, she won't show you any favoritism.—Florida Times-Union.



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Hardly Excusable Even in a Child

If a child were to enter one of our aeroplane factories and interrupt a workman with a request to have a kite made—the workman would smile indulgently—and proceed with his aeroplane.

You yourself would condemn the man if he stopped his vital war work to build a toy.

Condemn yourself, then, if you employ labor and material to make such goods as cater only to your self indulgence.

Every time you buy a thing you do not need, you interfere with Canada's war work.

Every dollar you spend on goods not strictly necessary, is a dollar—not merely wasted—but used to employ labor on things that have nothing to do with our efforts to win the fight for freedom.

Too many of us, in Canada, are flying the "luxury kite." Too much of the time of Canadian workmen is being purchased by us to make the things that we are for show and pleasure. Too great a quantity of material that our soldiers could effectively use against the foe, goes into the making of superfluous things for us, whom they are so valiantly defending.

Stop the reckless spending. Stop acting like children. This war we are fighting calls for men and the brains of men. If you cannot fight—at least do not interrupt the war-work by buying the things you merely want and do not need.

The money you have been spending wastefully—with no result but to divert labor from war-essentials—will make a worth-while sum.

Use that money to build up a fund, that you can lend your Country, when your Country calls.

Published under the authority of the Minister of Finance of Canada.

2

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