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Lloyd George is Applauded by English Press For Declaration of Allies' Attitude Toward War

Views of Every Man and Woman in British Empire Said To Have Been Expressed by Secretary of War--Forcible Answer Given to German and Pro-German Intriguers' Peace Propaganda

(By Ed. L. Keen, United Press Correspondent.)

LONDON, Sept. 29.—Lloyd George's declaration that the war must go on to a "knockout" and his warning to neutrals to make no peace overtures at present, contained in an interview given the United Press, won the unanimous support of the English press to-day.

Historic Manifesto

The Lloyd George statement, described by the Express as a "historic manifesto," was printed in every morning newspaper in Great Britain and telegraphed by all the great news agencies throughout neutral and allies. The newspapers printed lengthy editorial comment.

"This really historic manifesto," said the Express, "puts in direct and unequivocal words what every man and woman in the British Empire feels. Germany's growing conviction, that if the war continues she must be broken and beaten inevitably, leads to neutral agitation for peace."

"American politicians, eager for the hyphenated vote, undoubtedly would suggest mediation, asking the belligerents to kiss and forget their quarrels. To all would-be peacemakers, whether in America, Rome, Spain or other neutral countries, the war secretary bluntly says: 'Keep out of the ring.'"

"It is at once a declaration of British resolve, and a warning to those who would thwart it, that Great Britain simply won't listen at this juncture to whines and overtures from Germany through any source," said the Mail. "Many signs indicate that Germany is planning peace overtures via the United States. Hence, Lloyd George wisely took an American journalist into confidence using 'straight-from-the-shoulder language which Americans appreciate."

"These words ought to go a long way toward enlightening neutrals. The British people recognize in his words the proof and echo both of their spirit and their policy. The British army and navy will be strengthened by them in the knowledge that their valor and sacrifices are not thrown away by the weakness of politicians."

Answer to Intriguers

"Interviewing" said the Times "is an American institution which the old world borrowed and it is only appropriate that in choosing this method

of expressing his views, the secretary for war should favor his confidence the head of one of the great American news organizations.

"It is a forcible, downright answer to German and pro-German intriguers' peace talk, apposite in form, excellent in substance, most opportune in season."

"There is a reason giving point to a message addressed directly to the people of a great neutral state. Washington reports state that German emissaries are again preparing old peace-kites. It is well known that efforts to fly similar kites have been made within England. The recent visit to England, via Berlin, of Marquis de Villalobar (Spanish minister to Brussels), is becoming common knowledge. "Neutrals undoubtedly have been duped into supporting these movements, but the men working them in the newspapers, lobbies and courts, are the tools of astute Wilhelmstrasse personages. Nothing is likely to prevent a repetition of these maneuvers which are more necessary as the enemy discerns the drawing of fate."

"The statement utters the immutable will and purpose of the entire British empire, with the allies. It makes the futility of these maneuvers and their possible danger plain to all practical politicians and level-headed observers."

New Service to Country

The Daily News had this comment: "Lloyd George well says that peace, falling to destroy German militarism and leaving Europe still cringing under the shadow of the mailed fist, would be a cruel peace."

"Lloyd George has rendered a new service to the country by the straight talk given an authorized representative of the American press, which will be endorsed by the whole nation," said the Daily Graphic.

Well Received by All Newspapers

"We recognize the good service he (Lloyd George) is doing by such impressive, clear-sighted statements," said the Morning Post.

The Mirror carried this caption over the interview: "Fight Must Be to Knockout." The Daily News captioned in this manner: "Britain Tolerates No Intervention."

The Sketch: "No Peacemakers Need Apply."

The Mail: "Hands Off the War." and the Express: "Keep Out of the Ring."

Canadian Shipbuilding and Canadian Coasting Trade

The Patriot is flooded with letters from sea captains, ship-owners and experienced mariners, on the question of ship-building and the coasting trade. We have devoted considerable time and attention to this matter. The question of equal rights to our coasting schooner owners and captains in their own home ports, is vitally connected with the survival of our domestic shipping. The revival of wooden shipbuilding means much to this island, and the consequences, if such be longer neglected, will be fatal to the marine interests of Canada. Three letters, written by veteran coaster seamen of long years experience—all Islanders—appear in to-day's Patriot. Captain Richards gives much valuable information. The Captain is a very modest, unassuming gentleman, so much so indeed, that he did not wish us to publish in our Editorial of June 24th, last, the fact that his father, who built over fifty large square-rigged vessels, at Murray and Vernon Rivers, had met with a loss of thirty thousand dollars on one ship of his which cleared from Dublin, Ireland, and was never heard tell of again. In that letter we stated that if the fathers of our seamen and ship-owners, could build ships and our seamen man them and so successfully carry flag and commerce to all parts of the world, and in competition with all the world, surely their sons can do the same, at least in our home coastwise trade, which lately has grown in importance, as much or more than our former foreign trade, in olden times, owing to increased population, manufactures, products of the farm and fisheries, to be carried both to home and foreign ports. Captain Richards' letter to-day, as well as those of Captains Buchanan and McInnis, explain very fully the cause of the decline in our shipping and why the moss and grass are growing over the shipyard sites in this province.

Again in our Editorial of July 28th, entitled "Canada must have ships," we showed how the Russian Government assisted shipbuilders in that great country. The Russian three-masted schooner "Martin Gust," 220 tons register, with her sister ship have just discharged their cargoes of salt here, one from Lisbon and the other from Liverpool. One of these ships took a return cargo of lumber from Nova Scotia and the other from New Brunswick. In the same article we mentioned the topsail schooner "Julie" from Lisbon, 107 tons register, as having discharged a cargo of salt in Charlottetown. The "Julie" carried back a return cargo of lumber. The Government of France assisted the builders of the "Julie" to the extent of \$1,220, and the owners received a yearly bonus of \$280.

In our Editorial of August 9th, we referred to the Danish three-masted topsail schooner "Galathea, 181 tons, loading a cargo of salt, and taking a return cargo of lumber to the Mother country, upon which the freight was \$10,400. Many Prince Edward Island vessel owners with coasters of similar tonnage, have been driven out of business, while millions of dollars are passing their very doors. The United States three-masted schooner "Ruth Robinson" from Lisbon, just finishing discharging a cargo of dairy salt for our farmers, will also take a return cargo of lumber to that great port in England. All these vessels here mentioned are built of wood, the same material of which there is abundance on this island. They are manned by seamen similar to our own, and they are carrying products to our home consumer as well as taking away the growth of our forests. Surely it is time for people to get together in this province and build a few ships to handle our own sea-borne trade. In so doing, they would be heartily supported by



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every mechanic, and laboring man in Charlottetown, who will benefit; also by our farmers, who will share in the general prosperity, by the revival of shipbuilding here.

Only a few days ago, at Pictou, we saw an old wooden ship built at Bideford, this province, by the Messrs. Richards, forty-eight years ago. She is a brigantine, is called the "Meteor," and is now owned by Norwegians. The owners will clear the enormous profit of \$20,000, on a cargo of lumber carried from Nova Scotia, on one trip. Millions of dollars are passing our doors daily for the lack of ships, and yet not a keel has been laid or any building undertaken in this province, so far.

The very existence of the British Empire to-day depends on her seamen and ships; the wives and daughters of Britain, whose husbands are fighting in the trenches, are working in the shipyards of England, while in Canada it would look as if we were trying to destroy the remnant left of this country's once great merchant marine fleet, for we are certainly starving their owners and seamen out of the Dominion.

Mr. A. G. Baillie, who has been working so zealously and untiringly in this matter of shipbuilding and for the good of the coastal trade, informs us that on August 30th, last, at one coal port, there were thirty-three coasting schooners waiting for coal cargoes and their captains could not learn when they would be loaded.

A well-known Captain in this port last Saturday, stated that he knew one coaster of that fleet that had been waiting over three weeks, and was then, to his knowledge twenty dollars in debt, and the Captain did not know what vessel would be loaded. Surely these things ought to make us realize what is happening. We know that the clink of the maul, the hammer and the calking iron would be a welcome sound to hundreds of our citizens.

As the Patriot has stated, the consumer is now obliged to pay high almost exorbitant prices for his coal. The coal dealer is subjected to loss on account of great inconvenience, and the ship-owners and seamen will lose heavily by the outrageous delays they are subjected to at coaling ports. The time for the Government to take part in this matter is here and more than here. A commission should have been appointed months ago, the whole matter investigated and justice meted out to the sailors and ship-owners in this part of Canada.—The Patriot, Charlottetown, P.E.I.

The Reason.

How long did your last cook stay with you?
"Oh, about five hours."
"How did that happen?"
"The afternoon train back to town has been discontinued."

League of Nations After the War

Lord Bryce Applauds Wilson-Hughes Scheme of International Alliance

LONDON, October 4.—With the aid of the United States, there is real hope that after the European war an international alliance may be created. This is the opinion expressed by Viscount James Bryce, former Ambassador to the United States, in an article in the Manchester Guardian.

Discussing American opinion on the war and the reasons for American neutrality, Viscount Bryce points out that both President Wilson and Charles E. Hughes have endorsed the plan for a League of Nations.

"No words are needed," he says, "to emphasize the significance of these declarations by the standard bearers of the two great American parties. The creation of some international alliance embracing all the peace-loving nations could hardly succeed without the co-operation of the greatest of all neutral nations. With that co-operation, difficult as the effort to construct such a scheme will be, there is at least real hope of such success."

"Largely in vain will this war have been fought, and all these sufferings endured, if the peoples of the world are to fall back into a state of permanent alarm, suspicion and hostility, each weighed down by a frightful burden of armaments. Let us hope the proffered help of America will encourage the statesmen of Europe and draw from them a responsive note."

Liner on Fire Reached Port O.K.

NEW YORK, Oct. 1.—Fire, which broke out in the cargo hold of the American Line Steamer Philadelphia, Thursday, while the vessel was about 300 miles from this port, still was smouldering under a blanket of steam when she arrived here to-day. So successful were the officers and crew in keeping the news from the 646 passengers that few were aware of the peril they had been in until after the big liner docked. How the fire started, it is said, has not been determined. Among the passengers was Sir Herbert Beerbohm Tree, the English actor.

Mr. Coddles was suffering "a that run-down feeling."

A bright idea came to him namely, that he should visit some friends in Bradford. But hardly had he come to them when he caught cold and had to take a bed. With kind thoughtfulness his hostess baked a Yorkshire pudding, which she carried to his room. Three hours later she again visited the invalided Mr. Coddles.

"Well," she asked, "have you eaten it all up?"

"Eat it?" grasped Mr. Coddles. "Was it meant to be eaten? I'm wearing it on my chest."

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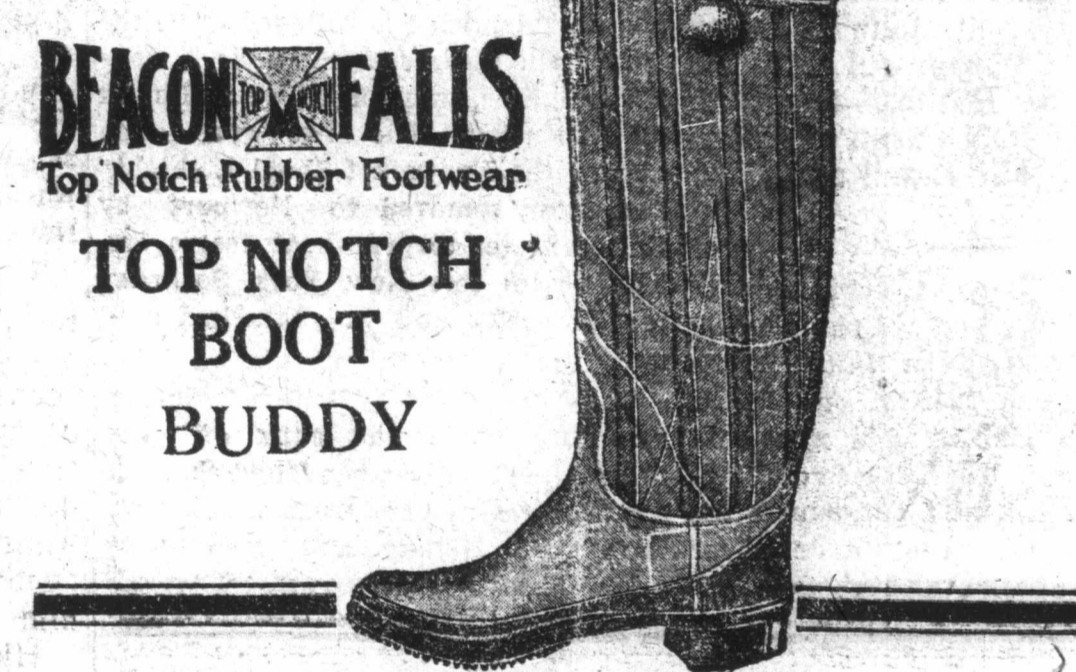
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