SETTLE IRISH ISSUE, SAYS LLOYD-GEORGE

Wants Ireland Peaceful—Rejoices United States With Entente—Must Economize on Shipping Until Way Found to Overcome Submarine Scourge.

(Continued from page 1.)

shall be getting four million tons of ore, in addition to what we are getting now, out of this country by August next, and our blast furnaces will be adapted for that purpose. You know what ten million tons of import means. If this had ben saved a year ago, there would now have been a year's supply or wheat in the stores of this country.

Canada's Wheat.

"There are eighty-five million bushels of wheat in Canada; I would not say for the asking, but for the fetching," continued the Premier. "It ought to have been here. I believe that about twenty or thirty million bushels of this wheat had to go to the United States for lack of another market.

"We must cut down our food until we discover a method of destroying this ocean bacillus. That is one thing that has got to be done; but it is not all. We are building ships. The shipping controller has already made arrangements whereby we are to get three times, possibly four times as many new ships in 1917 as last year. He has also brought practically the whole of the shipping of this country, for the first time, under complete control and requisition. That means that ships of this country are going to be concentrated henceforth upon the essential and vital trade of the country The shipping controller has so concentrated and arranged traffic that although we are losing heavily in ships and assuming that we still continue to lose at the same rate, in July we shall bring more cargo tonnage into our ports than in March last.

"The Germans thought we were done, but they did not know the race they were dealing with," continued Mr. Lloyd George. "I have no hesitation, after a daily investigation of the government reports, and looking at the whole thing in its worst as well as its best aspects, in saying that if the programme is carried out, which means that everybody in the country does his duty, the German submarine campaign is beaten.

"But the public must stick to rations, farmers and laborers must cultivate the land, workmen in shipyards must do their best to increase the supply of shipping. If we carry out all those things faithfully we can defy the very worst."

Mr. Lloyd George proceeded to say that he had dealt at length with the submarine question because it had undoubtedly attracted a great deal of attention, and the figures were alarming; but the government published them all because they wanted the public to know. The present government conceals nothing from the public. Great Britain was one country that you don't get the best out of until it knows the worst. That was true of any country with grit.

Were Five Parties

Before the war there were five absolutely independent parties in this country. People are now discovering that none of these had a monopoly of wisdom, or was the sole repository of political sagacity—no, even if the five were put together. The people are realizing that there are more things in heaven and earth than the political philosophy of any of these parties. That is one illusion that we have seen disappear in the lurid fires of war.

"When after the war reconstruction begins I hope, trust and pray that we are not going to give in to the pigeonholes of party for dust-laden precedents and programme. Let us think out the best methods for ourselves in the face of searching facts, of which we know nothing before the war. We are a thousand years older, and wiser, since the war. The experience of generations has been crowded into just a few winters, and we should be unworthy of the great destiny to which Providence has called this generation if we threw away all that for the sake of formulas framed before the flood.

British Commonwealths

"There is no sphere of statesmanship," he continued, "in which there is greater need for revised ideas than our attitude towards that great commonwealth of the nations of the British Empire. In the past we have treated it as an abstraction, a glorious abstraction, but still an abstraction. The war has shown us all that the empire is a fact, nay, a factor, the most potent factor today in the struggle for human liberty. We sent 100,000 men to France in August, 1914. They turned the tide of history. The dominions and India contributed a million men. That has transformed our ideas regarding the reality and beneficence of the British Empire. The world cannot afford to let it be broken; but the choice must be between immediate concentration and ultimate dissolution. Things cannot remain where they were. It may be said that the shadowy character of the relations between us and the dominions and the great territories of the east have produced this real cohesion. That was all very well before they made those great sacrifices. They have now established their claims to a real partnership.

Henceforth effective partnership must be the only basis of co-operation. If our action brings them into trouble, as it has, and it costs them millions of precious lives, they must henceforth be consulted before the action. The methods must be carefully considered.

Have Real Share

A great war is not the best tie for thinking out, perhaps, a new constitution; but our councils of empire must be a reality. The imperial war cabinet has been a demonstration of the value of this council. Our colleagues from the dominions and from India have not taken part in a mere formal conference. They have had a real share in our councils, and in our decisions, and have been a great source of strength and wisdom to our deliberations. They came here with fresh minds, having viewed the world conflict from different peaks. Minds running in the same course for a long time are apt to get rutty. You require fresh minds to lift the cart out, and we have had such minds. We have had war decisions of the most far-reaching character, in which our overseas colleagues assisted us. Great problems regarding submarines, shipping and food, as well as military decisions, have all been reviewed at the councils in which they have participated.

Real Value of Empire.

"We have been taught by war the real value of Empire, and one of the first duties of the statesman ship of the future will be to take the necessary measures to aid the development of the stupendous resources we possess. That ought to be our special care and our special pride, as it undoubtedlyly will be our special security. We want to develop the lands under the flag.

"If, fifty years ago, we had directed our minds, our power and our influence to that end, you would now have had double the populations which the dominions at present possess, and would have diverted immigration to the dominions instead of to other lands. And you would also have attracted a virile population from Europe.

To Knit Empire.

"We have decided that in future it is the business of British and dominion statesmen to knit the Empire in closer bonds of interest, of trade, of commerce, of business and general intercourse in affairs. We have considered this problem and decided that in order to develop those enormous territories in future it is necessary that exceptional encouragement should be given to the products of each part of the Empire. We believe that a system of preference could be established without involving the imposition of food burdens. We believe it can be done without that, and of course with food the scarcest and dearest this is not a time to talk of puting additional zurden on food. But for the purpose of a preference that will not be essential. You can secure that by other means, particularly by taking the measures which other lands have taken for improving communication between one part of their dominions and the other. By these means the products of one country inside this great imperial commonwealth can be brought more freely, more readily and more economically to the markets o fthe other."

Irish Question.

Mr. Lloyd George referring to Ireland, said it must be converted from a suspicious, surly, dangerous neighbor to a cheerful, loyal comrade, if we are to have a well knit and powerful Empire, and that is essential for the peace of the world. Ireland was the one menacing prospect on the whole horizon. If he appealed for settlement of the Irish question it was because he knew, from facts driven into his mind every hour, that in America, in Australia, in every part of the Empire it was regarded as the one essential to a speedy victory. Therefore he appealed to the patriotism of every man to sink everything for the purpose of solving this problem. "We must concentrate upon the task of subduing, suppressing and defeating the worst enemy we have ever encountered." he said.

NEW HAVEN SYSTEM FACE TO FACE WITH RECEIVERSHIP

Vast Railroad Monopoly, Once Controlled by Late J. P. Morgan, Owes $257,000,000 and Is On Verge of Bankruptcy—Once Controlled Eastern Steamship Corporation and Maine Railroads.

Boston, April 27.—Unless the Pennsylvania railroad takes over by lease or otherwise the New York, New Haven and Hartford Railroad system it is probable that the latter will be placed in the hands of receivers. President Arthur Twining Hadley of Yale University, a director of the New Haven system, announces that the only way to save the New Haven from a receivership is ofr the State of Connecticut, in which the road is incorporated, to permit it to issue 500,000 new shares of stock.

The railroad owes $257,000,000, of which $45,000,000 is in short time term notes. These notes were due sometime ago and had to be renewed. They will soon be due again and the earnings of the vast system are insufficient to meet them. Vice-President Buckland says that is the situation in a nutshell. The stock of the road has declined to $40 a share, the lowest in its history.

President Howard Elliott, who succeeded Mr. Mellen, resigned this week.

An Unlucky Railroad.

The New York, New Haven and Hartford Railroad has been unlucky and also mismanaged for many years, although in fairness to Mr. Elliott it should be said he has been in no way responsible. The system is a combination of a score or more of rail lines in Massachusetts, Connecticut, Rhode Island and New York, including the Old Colony, Boston and Providence and New England roads. The vast system was controlled by the late J. P. Morgan, who brought Charles S. Mellen from the Northern Pacific road to run it. The New Haven to cut off competition on land purchased many trolley lines at figures above their real value. The system already controlled the Fall River and other sound steamship lines, and purchased several competing water lines and even went so far as to buy a large interest in the Eastern Steamship Corporation after the Morse panic in 1908.

Controlled Boston and Maine.

Next the New Haven obtained control of the Boston and Maine system, and with it the Maine Central, Washington County (Calais, Eastport, etc.), and other lines, thereby extending its ramifications to St. John, N. B., by water, to the New Brunswick border by rail, to Quebec province, to every New England state and a large territory in New York State.

To offset the New Haven monopoly the late Charles N. Hays, president of the Grand Trunk, who was lost on the Titanic, endeavored to build a line from his Central Vermont railroad, a Grand Trunk subsidiary, at Palmer, Mass., to Providence. After a bitter fight the new proposed road was actually started, but was abandoned after Mr. Hays' tragic death.

Then the legislature of various states and the United States government itself got after the Morgan monopoly. The New Haven system was forced to part with many of its trolley and steamship holdings and even the Boston and Maine and Maine Central lines. The Boston and Maine is now in the hands of receivers and is being re-organized.

Eastern Steamship.

The Eastern Steamship Corporation also went into the hands of receivers and was only re-organized a short time ago, the property being foreclosed for several million dollars.

President Mellen of the New Haven system resigned three years ago and was succeeded by Mr. Elliott who has just been succeeded in turn by Edward J. Pearson of the Texas and Pacific road The investigation showed that millions of dollars had been wasted in buying useless and unprofitable lines and in a reckless distribution of funds among legislators, an army of attorneys, retainers, newspaper men, etc. Today the once great system is on the verge of bankruptcy. Its stock which once sold as high as $150 has sagged to $40 a share. It is understood that the Pennsylvania system, which owns a large block of stock is considering the advisability of taking over the road. Otherwise a receivership is considered unavoidable by the management.

The New York, New Haven and Hartford has been known for years as a hoodoo system because of its many terrible disasters. It was nick-named a few years ago the "New Wreck, New Horror and Holocaust."

NAVIGATION OPENS IN STRAIT TO P.E.I.

Special to The Standard.

Moncton, April 27—Navigation is now open between Summerside, P. E. Island and Point du Chene. The steamer Northumberland will make her trip Monday and continue leaving Summerside at 9.20 a. m. The train leaving Point du Chene connecting with the Ocean Limited for Montreal and the afternoon train for St. John. Returning the Northumberland will leave Point du Chene after the arrival of the afternoon train from St. John.

There will be special connections with steamers between Charlottetown and Summerside.

Steamer service between Pictou and Charlottetown will be tri-weekly. The S. S. Prince Edward island leaving Charlottetown at 7 a. m. Monday, Wednesday and Friday and leaving Pictou at 7 a. m., Tuesday, Thursdays and Saturday.

A Social Evening.

The Mentors Association with their guests, met at the home of F. L. Smith, general secretary of the Y. M. C. A. last night where a social time was enjoyed. The time was pleasantly employed in games and music after which refreshments were served.

FAST BASKETBALL GAME.

Centenary and St. David's basketball teams were matched in a fast game last evening at the Y. M. C. A. in the Sunday School League series, the final score being 29 to 7 in favor of St. David's. The lineup was as follows:

Centenary	St. David's
Forwards	
Clark	Shaw
Tennant	McQuade
Centres.	
Smith	Cairns
Guards.	
Britton	Malcolm
Kelly	Willett

GET RID OF HUMORS

Hood's Sarsaparilla is the Medicine to Take—Makes Pure Blood

Dry, moist, scaly tetter, pimples, boils, and other eruptions come from humors, which may be either inherited or acquired through defective digestion and assimilation.

To treat these eruptions with drying medicines is dangerous.

Hood's Sarsaparilla, the old reliable medicine, helps the system to discharge the humors, and improves the digestion and assimilation.

Get Hood's Sarsaparilla from your druggist. It may be confidently relied upon to do its work. It purifies the blood, tones the stomach, and builds up the whole system. It goes to the roots of diseases, and its beneficial results are permanent. It sets things to rights in the system. Remember to ask for Hood's Sarsaparilla, because nothing else acts like it and nothing else can take its place.

DIED.

SEMPLE—In this city on the 26th inst., after a short illness Samuel Semple, aged 62 years, a native of Strabane County Tyrone, Ireland, leaving a loving wife, four brothers and one sister to mourn their loss. Funeral on Sunday, April 29th from the residence of his brother, James Semple, 44 Paradise Row. Service at 2.30 o'clock.

REED—In this city, on the 27th inst., Sarah, widow of Jame Reed (pilot), leaving four daughters to mourn. Funeral on Sunday at 2.30 o'clock p. m., from her late residence, 274 Carmarthen St. Friends invited to attend.

DRISCOLL—On April 27, 1917, Mary F. Driscoll, wife of James D. Driscoll, leaving her husband, one daughter, four sons, her mother and one sister to mourn. Funeral on Sunday afternoon at 2.30, from her late residence, 17 King Square. Friends invited.

DUNLOP

Tire Mileage Achievements

SOME motorists think they have tires which are making great mileage records. Later these motorists meet users of Dunlop Tires. Then they get a *new conception* of what is possible in tire mileage.

"SPECIAL" TIRES "TRACTION"

A. 78

DUNLOP TIRE AND RUBBER GOODS COMPANY, LIMITED.
56-58 Canterbury street. 'Phone M. 153 and M. 102.

The Weather Man Says

There are thirty-five rainy days every summer, which is about one in every four.

A man should protect his clothes by a raincoat—and he will find the right kind at Gilmour's at moderate prices; $6, $7.50, $8.50, $10 to $20.

Some of them are sample coats bought at a reduced price and we pass the saving 25 per cent., on to you.

Better get here before the best of them are gone.

Gilmour's, 68 King St.

More Pinch Back Suits opened this week, $15 to $22.

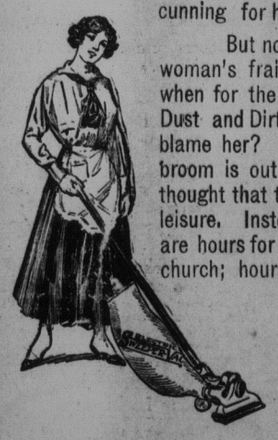
THE BATTLE OF THE CENTURIES

FROM beginning of time, armies of women have waged that unequal and always losing struggle against the Demons of Dust and Dirt. With sublime courage in the face of continual defeat, they renewed the conflict every morning to go through their daily ritual of home cleaning.

Armed with the crudest weapons, but spurred on by love of home, with undying patience, they have never wavered before the attack.

Sweep and dust. Dust and sweep. It satisfied her conscience. She had done her best. But every woman knew in her heart that her house was not really clean, never had been clean, never, in fact, could be clean. She had with all her efforts merely moved the dust around—stirred it up. She had not, could not get rid of it. While she was chasing it out of one corner, it gathered in another. It was still in the house, lurking under the furniture, on the walls and ceilings, behind the piano. To remove it was humanly impossible. From the day it was built until the day the first vacuum cleaner went into it, no home has ever been perfectly clean.

This is no discredit to the woman. She has done all that anyone could do under the circumstances. Unsided, single-handed, she has fought an enemy too great for her physical strength, too cunning for her generalship.



But now the age-long fight is over. The twin giants ELECTRICITY and AIR have done what woman's frail strength could never do. Imagine, if you can, the fierce joy that fills a woman's soul when for the first time she takes an Electric-Sweeper-Vac in her own hands and sees hereditary foes, Dust and Dirt, licked up into that hungry nozzle without the slightest effort on her part. Can anyone blame her? What a delight it must be to know that rug shaking is gone, never to return; that the broom is out of fashion; that house-cleaning week is a thing of the past. How she must glory in the thought that the daily drill with the dust-cloth is but a memory. In its place have come hours of leisure. Instead of a life spent in one continual round of dust pan, scrub brush, soap and mop, there are hours for her sewing or fancy work; hours for her book or magazines; hours for her club or church; hours for her children; hours she never could spare before for her own personal appearance.

Now she turns a button, and what was once gruelling, back-breaking labor is done for her by a tireless electrical servant.

As that voracious nozzle goes feeling over the floor and walls, under the beds, on top of the bookcase, in dark closets, over the mattresses, in and out of the radiators, over every surface within the four walls of your home, every speck of dust and dirt, lint, threads, soot and germs are relentlessly sucked into the Electric-suction Cleaner (never to be seen again.)

In order to regulate our supply and not disappoint our customers, it will be necessary for you to have your inquiry in this office not later than

SATURDAY, APRIL 28

Telepnone Today, Main 2436

New Brunswick Power Co.

Corner Union and Dock Streets

USE THIS COUPON

New Brunswick Power Co,
Corner Union and Dock Streets

Gentlemen:—I will be glad to give the Electric-Sweeper-Vac two days' test as per your FREE TRIAL OFEER. It is understood that I am under no obligation to buy.

Name .....

Address .....

.....

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KING COLE TEA

You'll Like the Flavor