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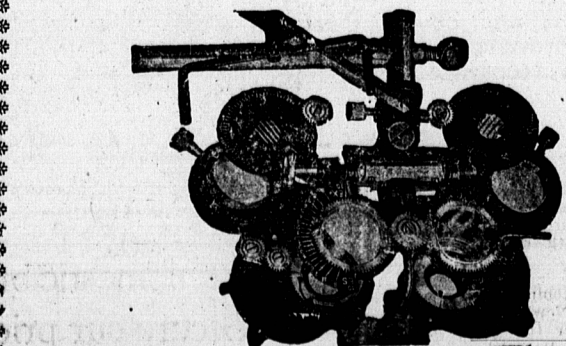
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THE EASTERN GUARDIAN

..IT PAYS to buy in this Province.

..ATTENTION.—An ice cream social, on Christian Church lawn, Montague, Thursday evening, August 14th. Everybody welcome. 144-819M31.

..STRAYED from my premises on July 30, red mare. Any information as to her whereabouts will be gladly received. W. G. Sutherland, Montague. 126-8-8M61.

..A CHEERFUL OUTLOOK?—An Eastern correspondent writes:—We have been paying high prices for boots and shoes for some years but the prospects for purchasers of good foot wear are gloomy for the future, with hides at 44 cents a pound and calf skins about 80c.—S.

..A GLORIOUS HAY DAY.—Saturday August 9th was a glorious hay day. There has possibly been more hay saved and in fine condition, than in any one day in many years. Purchasers from abroad need have no fear of musty or poorly cured hay from Prince Edward Island this year.—S.

..MACKEREL PLENTIFUL.—Considerable quantities of mackerel are being taken with hook and line in boats off the north side between East point and St. Peter's. One fisherman, a Mr. Donovan has already salted about 18 barrels. Fishermen report a possible good year. Fish are taken within one mile off shore.—S.

..SAC' DEATH.—The very sad intelligence reached Souris Saturday that Fred Deagle (Fidelle) had committed suicide. The unfortunate man who was about 90 years of age, a resident of Rollo Bay, was a prosperous and highly respected farmer had shown signs of despondency for some time although attending to his farm work but was watched with some anxiety for some time by his friends. That morning being missed search was made and on being found it was ascertained he had committed suicide by hanging in his own barn. He leaves a widow and two daughters.—S.

..NORTH LAKE NOTES.—Owing to unfavorable weather there has not been much hay cut or saved yet. Crops of all kinds are looking well. With favorable weather from now until harvest a bountiful crop is assured.—Mackerel have struck in shore in large quantities. The fishermen are making big catches almost every day.—Residents of North Lake and outlying districts were glad to learn that the Dominion Government has called for tenders for a boat harbour at North Lake, much credit is due our worthy representatives, Mr. McIsaac and Senator McLean. We trust there will be no delay in starting the work.—There is no better fishing grounds anywhere around P. E. I. than from East Point to Priest Pond. With a suitable boat harbour at North Lake fishermen would come there from different parts of the Province. Mr. Benj. F. Rose, of Cambridge, Mass., is visiting his old home at North Lake. For the past thirty years he has been motor man on the Lake Road. In all that time he has never had a serious accident. He is looking hale and healthy and was given a hearty welcome home by his numerous friends.—Mr. and Mrs. Chester Baker, of Vancouver, who have been visiting Mr. Baker's old home at North Lake, have left on their return to the Pacific Coast. Mr. Neil McDonald, an old and respected resident, has passed away.—Mr. Stephen Ross, Miller, who was laid aside by sickness for some time is now making rapid recovery.

..SITUATION GRAVE.—The situation is indeed grave, but beyond the compass of its resources, if the nation will pull itself together. All that is needed is that everybody throughout the land put forth their best exertions as they did during the war, and we shall emerge triumphantly. I agree that it is the business of the Government to see that the gigantic expenditure which has to be incurred to save the national life, should be cut down at the first possible moment. Such expenditure was inevitable until we knew that Germany had accepted the peace terms.

..PILES—Do not suffer another day with itching, bleeding, or protruding Piles. No surgical operation required. Dr. Chase's Ointment will relieve you at once and as certainly cure you. See a box at "Lester, or Edson, Sons, Limited," Toronto. Sample box free if you mention this paper and enclose 2c stamp to pay postage.

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Moderate prices
Personal attention to Amateur Photography.

..TWO CENTS PER WORD each insertion for advertising to this column. Cash must accompany order minimum charge twenty-five cents.

..Howatt's Roller Mill, Brudenell, is closed for repairs until further notice. 128-8-8M61pd

Cannot Disclose his Irish Policy

LONDON, Aug. 11.—Sir Donald MacLean, National Liberal, in the House of Commons today, raised the question of the Government's Irish policy, saying he wanted a discussion of it. David Lloyd George, the Premier, replying, expressed the belief that a discussion now would not conduce to a favorable settlement. He had an Irish policy in view, he said, but realized that there existed fresh difficulties which might induce the Government to modify or alter particular views they might hold.

..The Premier admitted it was the business of the Government to propound their scheme after careful consideration of all the circumstances. That was the only course after the failure of all outside schemes, and the Government must therefore assume the risk of carrying through their scheme. The House, he declared, could depend that the Government did not propose to shirk that responsibility.

..Withdrawal of Troops.—Replying to the laborite suggestion of withdrawal of the troops from Ireland, the Premier thought Irishmen themselves would be the first to protest such a course. Law and order must be maintained; otherwise there would be anarchy, and the Government was responsible for preserving order.

..Answering criticisms of his frequent absences from Parliament, the Premier said there were so many vital problems to consider, industrial disputes, profiteering, trade policy and coal, it would be impossible for any prime minister, whatever his physical resources, to give full study to these problems and at the same time be in the House. He hoped next week he would submit to the House a general review of the situation and policy, because he wished to place the nation face to face with its responsibilities. The situation in many respects was abnormal, and so grave that he feared it impossible to recover and re-establish things unless everybody realized his responsibilities. The Premier went on:

..The situation is indeed grave, but beyond the compass of its resources, if the nation will pull itself together. All that is needed is that everybody throughout the land put forth their best exertions as they did during the war, and we shall emerge triumphantly. I agree that it is the business of the Government to see that the gigantic expenditure which has to be incurred to save the national life, should be cut down at the first possible moment. Such expenditure was inevitable until we knew that Germany had accepted the peace terms.

..Now that peace has been re-established with Germany and would soon be re-established with other countries, the Premier said, he hoped the House and the Government would see that expenditure was cut down to the narrowest possible limits.

Airship Building in Great Britain

GLASGOW, Scotland, Aug. 10.—An airship 700 feet in length, and with a cubic capacity of 3,000,000 cubic feet is now under construction, at Messrs. Beardmore's works at Inchinnan. No

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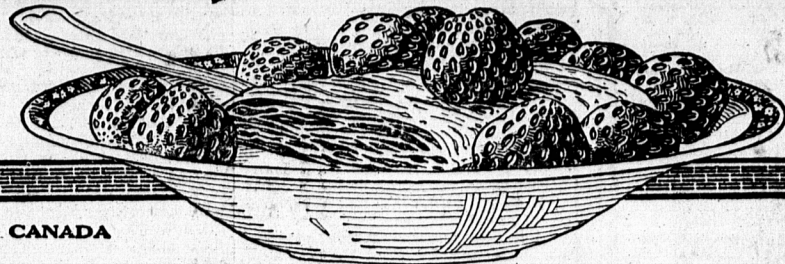
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MADE IN CANADA

details regarding her construction have yet been published, but the performance of the vessel's now famous predecessor, the R-34, throw considerable light on what the craft may be and do.

The R-34 was built at Inchinnan, near Dalmuir on the Clyde, close to the great shipbuilding yards from which have been launched so many of the big liners and dreadnaughts of modern times.

William Beardmore & Co. Ltd, had supplied the British Admiralty in the early stages of the great war with many types of aeroplanes and seaplanes, and had satisfied them as to the firm's capabilities in this direction. The company was consequently invited to assist in the production of airships which were intended to act as the eyes of the great fleets harbored on the east coasts of Scotland and England. With this in view the company took over about 360 acres of land at Inchinnan, and on it was erected in 1916 an immense shed in which the giants of the air were to be constructed. In July of the same year a beginning was made on the first of three airships, the last of which to be completed was R-34.

The two airships constructed at Inchinnan before R-34 were afloat by June 1918. The latter of these—R-27—had a capacity of 1,000,000 cubic feet and a disposable lift of about 6 1/2 tons. A representative of The Christian Science Monitor was recently informed by the management of the naval construction works at Dalmuir that the

experience gained from the building of these two airships was undoubtedly of much value in connection with the construction of the latest vessel.

At the end of 1919, R-34 was ready for her flight trials. The launching in March, 1919, was quite a function in itself. Between 400 and 500 employees of the company, besides a number of naval ratings were at the ropes to guide the perfectly balanced vessel out of the shed, on the order being given to "walk ahead." Colonel Hicks, R. A. F. was in charge, and Major Scott, R. N. was on the bridge in the forward gondola.

It took only some four minutes for the airship to clear the shed and get into the lee of the wind screen. On the ropes being let go, after she had been pulled with ease into position in the open field, the vessel ascended slowly and gracefully while her engines were started, and thereafter she was seen to be navigating freely under her own power. It was natural that one of her first trips should be over the city of Glasgow.

With a complement of something like 30 officers and men, the R-34 proceeded on her first trial trip of any length, which lasted about 4 1/2 hours. She circled back over the city and proceeded down the Firth of Clyde, round the open field, the vessel ascending slowly and gracefully while her engines were started, and thereafter she was seen to be navigating freely under her own power. It was natural that one of her first trips should be over the city of Glasgow.

About ten days later the vessel made an extended flight, which occupied 19

hours, thus testing the engines and the propelling and steering gear thoroughly, as well as the main structure and covering fabric. The vessel crossed and recrossed the Irish Channel passing through fogs and rain and storms of snow and hail. She is said to have reached on this occasion an altitude of 9,000 feet and to have flown at an average speed of 60 miles an hour.

CAMPS TO BE DISPOSED OF

PEEL, Isle of Man, Aug. 10.—The future of the vast camp constructed during the war at Knockaloe near Peel in the Isle of Man, for the reception of interned nationals of the Central Empires, is still undecided, but in common with all the European governments the British authorities are faced with the problem of disposing of a large amount of material. The Knockaloe camp is one of the largest in the British Isles and together with the smaller camp at Douglas contained over 40,000 internees, all civilians. The Douglas camp was a holiday camp before 1914 and it is presumed that it will be handed back to its original owners for that purpose. Much more accommodation is available for such a purpose at Knockaloe but it is doubtful whether the present hotel accommodation in the island is not already sufficient. A report that the Knockaloe camp had been disposed of to a certain famous firm for the manufacture of soap, turned out to be incorrect.

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