SIR WILFRID, NATIONALIST

Some of the champions of Sir Wilfrid Laurier for Premiership are protesting that his critics malign him when they say that he is a Nationalist or that he is in alliance with the Nationalists. We do not desire to wrong any man, or unnecessarily to upset the faith of any man in his leader. But when Union Government supporters are chided with deserting the "old Chief," and when faith in the "old Chief" is counted more in the opinion of blind partizans than the future of Canada, of the Empire, of the world, and of civilization, it is time for us to review the past and in the light thereof to judge for the future.

Sir Wilfrid, it is admitted, is one of the most winsome, courteous, kindly-hearted gentlemen of the old school in public life in the world today. His urbanity and graciousness attract almost everyone to him personally. As a speech-maker he is the Rosebery of Canada, and Rosebery is known as the Empire's orator. But when we have said that, we have said about all there is to say about Sir Wilfrid Laurier from the point of view of British Imperial statesmanship.

When Mr. Lucien Cannon, official Liberal candidate for Parliament in the Dorchester by-election startled the world by boldly admitting that his anti-British statements were spoken **"IN THE NAME OF LAURIER,"** he merely added another chapter to his leader's record of hostility to Britain, which years in office had somewhat modified in letter if not in spirit.

The Laurier who on Lucien Cannon's own confession inspired the expressions of British hate in Dorchester is the same Laurier who made the following declarations:

"That is not the way we politicians of the Papineau school look at the matter; when any change whatsoever is proposed in our political or social institutions, we do not look to see whether this change will be of use to the English Colonies or to any other neighbor; **WE THINK ONLY OF LOWER CANADA AND THE FRENCH RACE."**

—Speech in opposition to Confederation

"WE DO NOT CARE A FIG FOR THE ENGLISH COLONIES, NOVA SCOTIA, NEW BRUNSWICK, PRINCE EDWARD ISLAND, NEWFOUNDLAND."

"WE HAVE NOTHING IN COMMON WITH THE ENGLISH COLONIES."

—Speech in opposition to Confederation

"IF HE HAD BEEN ON THE BANKS OF THE SASKATCHEWAN WHEN THE REBELLION BROKE OUT HE WOULD HAVE TAKEN UP ARMS AGAINST THE GOVERNMENT."

—Speech in defence of the rebel Louis Riel.

"THE ONLY TIE THAT BINDS CANADA TO THE MOTHER COUNTRY IS A SENTIMENT OF AFFECTION. But this dependence will not always last. Even now Canada and England have very different interests, and a day will come—necessarily—when they will have to part."

—Speech advocating Canadian Independence Delivered in Boston in 1891.

"I HOLD OUT TO MY FELLOW COUNTRYMEN THE IDEA OF INDEPENDENCE, but whenever the day comes, it must come by the consent of both countries, and we shall continue to keep the good feeling and good-will of the motherland. If we are true to our record we will again exhibit to the world the unique, the unprecedented example of a nation. **ACHIEVING ITS INDEPENDENCE BY SLOW DEGREES AND AS NATURALLY AS THE SEVERING OF THE RIPE FRUIT FROM THE PARENT TREE."**

"IS THERE A CANADIAN ANYWHERE WHO WOULD NOT HAIL WITH JOY THE DAY WHEN WE WOULD BE DEPRIVED OF THE SERVICES OF BRITISH DIPLOMACY?"

—Speech delivered in Parliament in 1892

"I am ready any day, whether I am charged with annexation or not to take a Yankee dollar in preference to an English shilling. . . . **I HAVE AGAIN AND AGAIN REPEATED THAT THE GOAL OF MY ASPIRATION IS THE INDEPENDENCE OF CANADA, TO SEE CANADA AN INDEPENDENT NATION IN DUE COURSE OF TIME."**

—Speech delivered in Parliament in 1892.

"There is no menace to Canada, and although we may be willing to contribute troops **I DO NOT SEE HOW WE CAN DO SO."**

—Interview with Toronto Globe declining to send troops to South Africa.

HAS SIR WILFRID LAURIER LOST SIGHT OF WHAT HE ONCE DECLARED TO BE "THE GOAL OF MY ASPIRATION?"

Thrown out of office after another effort to bind the Dominion by commercial ties to the United States he became more bitterly resolved and more openly active in his war on the British connection. When the Borden Government, aware of grave danger threatening the Empire from Germany, and after consultation with the Admiralty offered three Canadian dreadnoughts to increase the effective naval forces of the Empire, Laurier engaged in a struggle which every Canadian will long remember.

HE SCOFFED AT THE ADMIRALTY MEMORANDUM.

HE RIDICULED THE IDEA OF AN EMERGENCY.

HE FOUGHT THE NAVAL AID BILL THROUGH EVERY STAGE IN THE HOUSE OF COMMONS.

HE CALLED HIS PARTISAN MAJORITY IN THE SENATE TO KILL IT.

HE ENCOURAGED GERMANY.

HE FORCED THE ADMIRALTY TO SUPPLY THE ADDITIONAL SHIPS WHICH CANADA WAS TO HAVE GIVEN.

Look again at Laurier's record:—Opposed Confederation; endorsed the rebellion of Riel; was a party to the annexationist commercial union policy of 1891; advocated separation from Britain in the United States in 1891 and in Parliament in 1892; attempted to block Canada's assistance to the Empire during the South African War; opposed any naval aid in 1902 and 1907; his naval policy of 1910 was a separatist policy; his naval opposition of 1912 was a deliberate attempt to break away from the Empire; he refused to co-operate with Sir Robert Borden in appealing for recruits; hampered the Government's prosecution of the war by petty, carping criticism; endorsed an anti-British, anti-war candidate in Dorchester to embarrass the administration and enfeeble Canada's war effort, and finally, and worst of all, opposed the Military Service Act, favored German aliens as voters, and is prepared to abandon the boys at the front if the slackers and their friends say so.

AND THIS IS THE MAN WHO SEEKS TO BE MADE PRIME MINISTER OF CANADA, ENTRUSTED WITH THE DESTINIES OF THE DOMINION, WHEN THE EMPIRE IS BATTLING FOR ITS LIFE.

LET NO FLOQUENCE BEFOG

Not all the eloquence of Sir Wilfrid Laurier, not all his promises to do everything in the future that he left undone during the years when he had full opportunity, should befog the one clear issue that confronts West and East alike—the carrying on of the war and the support of the men at the front. More straightforward than some of his followers would have him be, Sir Wilfrid has made clear that the operation of the Military Service Act would cease immediately if he were returned. That his resumption of voluntary recruiting would bring any real results pending a referendum on the draft principle, no one can seriously argue. Delay, delay, and more delay would admittedly characterize his war policy. The alignment with him by Bourassa and the party's open pact with the anti-war elements of the community must surely give pause to any red-blooded Canadian, however deep the thrall of party and however strong the spell of the old chieftain's undoubted magnetism.

The Christian Science Monitor (Boston) comments upon the fact that the Liberal leader almost exhausts words in portraying the righteousness of the allied cause, and in insisting on the inevitability of the present world struggle. "Few men, in Canada, or out of it, could do it better, but the more certainly he compels conviction in this direction, the more glaring is the contrast supplied by the measures he advocates for dealing with the emergency. Now there is no longer any room in the political life of any country for mere words. They are unseemly in the mouth of the humblest citizen, and they are quite intolerable as coming from one who claims to be a leader."

It is not a choice of parties that confronts us. It is a choice between Nation and party. "Choose ye this day whom ye will serve" is the solemn call to each. And no faultfinding, however justifiable, with the old Borden Government or the new Union Government, can altar the fact that a vote for any but a Union candidate in this crisis is to serve the ends of the enemy overseas and the traitor within our gates. To say this—and it is here said in all soberness—it is not necessary to impute conscious disloyalty to all Laurier-Liberals. But surely party could not farther go than this: That Canadians, boasting themselves to be British subjects should now choose to follow Bourassa. For the essential choice is not between Borden and Laurier as wartime leaders, but between Borden and Bourassa.

FAMOUS BELGIAN AVIATOR DROWNED

WASHINGTON, Dec. 15—The death of one of Belgiaum's most famous aviators Pierre Braum, was reported today in official despatches to the Belgian legation. He was drowned when his machine fell into the sea just after rising for a patrol flight, Braun, known as "The Bambino Baby" of his squadron, was only 20 years old and had been flying three years.

THE NURSERY SCHOOL

A new departure, which creates another sphere of usefulness for girls looking for profesions,is the nursery school. These schools are to take the place of infants' schools, and are already proving most successful in many of the large cities in England. At these schools the child is only given the lessons suitable to hs years and the old severe course of instruction, with the schedule time table and all the red tape of the former infant schools, are to be banished. First and foremost will come the physical educatoin of these little ones. They will be fed at regular hours on suitable food, properly treated and cared for if ill, and—what is perhaps most valuable—made to rest in the afternoon. Children of the working classes so often suffer because they do not get enough sleep. How often we see them, tiny tots, white-faced heavy-eyed, listless, trudging to school—often late through having been kept up till 10 and 11 o'clock at night. When are mothers going to learn the wisdom of putting their babies to bed early? hese schools are for children of two and a half or three years, to five, when they will be compelled to attend the ordinary schools. For mothers who work in munition factories, or any other necessary occupation occasioned by conditions of the war, it is a real boon to have such a school where she feels her child is as well cared for as at home, and in many cases very much better. Girls entering colleges for training in nursery schools will usually put in a two years' course. They will not only learn how to teach the children, but to make all such small garments as the little ones need, detect signs of ill-health, faulty nutrition, or latent disease. The course also includes cookery lessons, in which the most suitable foods for young children are studied and prepared.

This course of instruction must prove not only interesting, but valuable to any girl, whether or not she devotes her life to teaching. So many girls marry with no knowledge of the management of children, or any idea how to treat the diseases of childhood. Were these matter of study made compulsory before marriage very much suffering and many lives might be saved. It is essential that a teacher in these nursery schools should have a love for children, and be able, for the time being, to put herself in the place of the child's mother, while he is under her care—but most girls could do that!

The Air As a Career

To many a worried father and mother faced with the problem, "What shall I do with my boy?" the air offers a very satisfactory solution For by the air thousands of lads today in their teens will gain not only comfortable livelihoods, but really big incomes in the years to come after the war.

Aeroplanes in 1925 are going to be very much what motor-cars were in 1900—the rich man's hobby; and the aeroplane industry in its many branches offers splendid opportunities for the right sort of boy who is given the training now to fit him for the keen and expert business life of, say, ten years hence.

Few people to-day fuly realize the enormous advance that has been made in aeronautics in the past three years. Air transport is at the moment a real commercial possibility, only denied existence as a commercial fact because every resource and every effect in the aeroplane world, is now directed to improving war, instead of peace, machines. No one with any knowledge of present-day aeronautics would deny that a score of types of slow, safe, heavy weight carrying aeroplanes could be produced in three months' time were the demands of war to cease.

But even before the aeroplane transport—the motor-lorry or van of the air—arrives the sporting aeroplane will be here. Just as the racing motor-car was the rich man's sport in 1914, so the sporting aeroplane will be his sport within eighteen months of the end of the war, and the pioneers of this fad of the future will make even bigger profits than were ever made by the pioneers of the motor-car indutsry, says the London Daily Mail.

The careful father need not fear that by encouraging in his boy an interest in aeronautics he is leading him on to an early grave. Flying in war-time is fraught with danger because machines are flown that are designed for speed, mobility, and swift manoeuver, the essentials of a fighting machine. But even to-day there are aeroplanes in use for training pilots for the army and navy which are all but "fool proof"—machines which nothing but sheer accident will cause to "crash." Accidents will happen to every vehicle. A burst tire on a swiftly moving motor-car, a broken axle on an express train a faulty frame in a "push" bicycle even will lead to fatal accidents; there must always be risks, and the risks of the air will not be disproportionate when once science and craft set themselves to the task of making safe flying machines.

And just as every man in the motor-car industry is not a racing driver, so every man in the aeroplane industry will not be a pilot; for each man who flies there must be scores who will work on the ground to prepare his machine for him. The men who work on the ground will be the men who make the money, the men who fly mostly those who spend it.

Aeroplane manufacture entails a vast variety of knowledge, and before the higher grades of the industry—the theory of flight, design, and the many complicated scientific and chemical problems to be solved—are begn. thorough groundwork of simpler knowledge is essential to the youth who would succeed in the industry of to-morrow.

A good knowledge of woods and metals must be gained and also a thorough grounding in the theory and practice of the petrol engine—particularly the aero-engine—and a training in draughtmanship in desirable. Instruction in all these subjects is to be obtained in almost any town or city

Let the boy begin his career at once; there will be little time to waste when peace does come, and the demand for suitable men to carry on in peace the big aerial industries born in war will be great.

The Mysterious "Willies"

During the summer of 1916 an enemy agent trying to tap the wires in England might have been mystified to pick up some such messages as: "Twelve Willies reach you today" or "Send tails for six females." "Willie," a pet cognomen adopted as suitable for the telephone and obviating the use of a code for telegrams, was suggested by the fact that the first experimental 'Landship' completed, though equally malevolent, was smaller and less powerful for evil than its immediate successor—eventually the type adopted. When the two creatures were together they gave the ludicrous impression of being child and parent of a monstrous and evil brood. Hence naturally, "Little Willie" and "Big Willie." The "Big Willies" were also somewhat unbiologically classified as males and females, according to thier armament. Incidentally to help to conceal the destination of the Tanks at the stage when any illusion as to their purpose was precluded, they were painted with the inscription "With care, To Petrograd," in large Russian characters.—World's Work.

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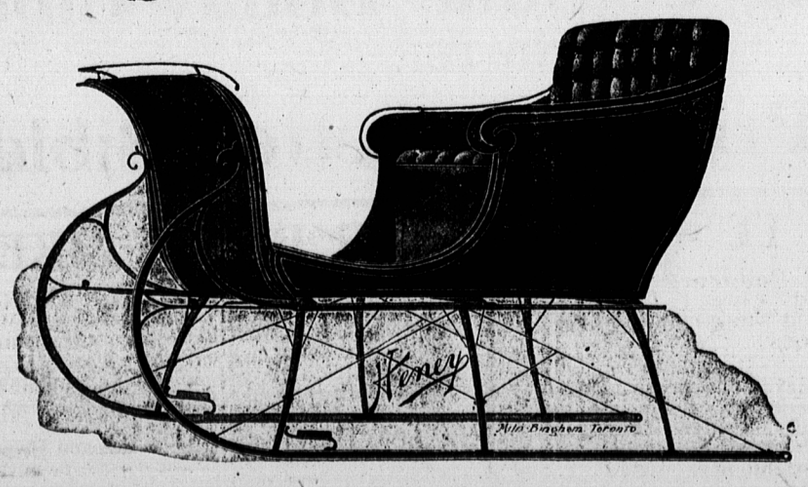

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CANADIAN GOVERNMENT RAILWAYS PRINCE EDWARD ISLAND

TIME TABLE IN EFFECT MAY 21st, 1917.
ATLANTIC STANDARD TIME

Trains outward—Read down				Trains Inward—Read up.				
Daily Ex.Sun	Daily Ex.Sun.	Daily Ex.Sun.		Daily Ex.Sun.	Daily Ex.Sun.	Daily Ex.Sun.	Daily P.M.	Ex-Sun A.M.
P.M.	P.M.	A.M.		A.M.	P.M.			
4.00	12.15	6.40 Dep.	Charlottetown	Arr. 11.55	11.10			10.20
5.20	1.48	7.40	Hunter River	10.46	10.10			8.50
6.05	2.50	8.13	Emerald Jct.	10.09	9.40	7.40		7.45
6.50	3.30	8.40	Kensington	9.37	9.10	6.50		
7.20	4.10	9.05 Arr.	Summerside	Dept. 9.10	8.45	6.10		
		P.M.						
8.50		12.20 Dep.	Summerside	Arr. 8.50	5.35			
9.48		2.10	Port Hill	7.54	3.56			
10.37		3.57	O'Leary	7.05	2.36			
11.18		5.07	Alberton	6.19	1.17			
11.55		6.05 Arr.	Tignish	Dept. 5.45	12.15			
Mon. Wed Tues. Thur. & Sat.		Tues. & Sat.						
Tues. Thur. & Tues. & Sat.	Fri. & Sat.			P.M.	A.M.			
P.M.	P.M.	P.M.						
7.50	9.45	9.45 Dep.	Emerald Jct.	Arr. 9.35	7.35			
8.40	10.35	10.20 Arr.	Cape Traverse	Dep. 9.00	6.45			
Daily Ex.Sun		Daily Ex.Sun.		Daily Ex.Sun.	Daily Ex.Sun.			
P.M.		A.M.		A.M.	P.M.			
3.20		7.00 Dep.	Charlottetown	Arr. 10.00	6.10			
4.30		8.59	Mt. Stewart	8.50	4.30			
4.57		9.27	Morell	8.22	3.35			
5.17		9.57	St. Peters	8.00	3.00			
6.20		11.30 Arr	Souris	Dep. 7.00	1.35			
P.M.				A.M.				
7.35		Arr.	Elmira	Dep. 5.40				
P.M.		A.M.		A.M.	P.M.			
4.30		9.05 Dep.	Mt. Stewart	Arr. 8.50	4.10			
5.19		10.15	Cardigan	7.52	2.54			
5.40		10.55	Montague	7.28	2.25			
6.15		11.35 Arr.	Georgetown	Dep. 6.50	1.40			
Sat. Only	Daily Ex.Sat. & Sun.			Daily Ex.Sat. & Sun.	Sat. Only			
P.M.	P.M.			A.M.	A.M.			
3.10	3.10 Dep.		Charlottetown	Arr. 10.10	9.45			
4.25	4.55		Vernon River	8.27	8.31			
5.55	7.05 Arr.		Murray Harbor	Dep. 6.30	7.00			

All trains unless otherwise marked run daily, Sunday Excepted.