

The Charlottetown Guardian

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TUESDAY, FEBRUARY 20, 1917.

OUR OPPORTUNITIES

During the coming summer Prince Edward Island will be linked up with the railway system of the continent, the Car-ferry at the Capes will be in operation. Necessarily this will bring about changes which will be more or less revolutionary. The stream of travel will be diverted, somewhat at least, from its present routing at Summerside and Charlottetown, and a large proportion of it, if not the bulk of it, will come and go by Port Borden.

What preparation are we making for this change? What special advantages is the province to derive from this more rapid transit, from this linking up with the continental railways? Those sections of our province which are tapped by the railway will be in the swim; the other sections will, as at present situated, derive not a dollar's worth, directly, from what should be an infinite boon to the whole province.

In enumerating the advantages expected from our being linked up with the continental railways by means of the Car-ferry emphasis has always been placed upon the development of our fresh fish industry. For Tignish and Souris, two of our principal fishing centres, the railway will suffice, and cars may be shipped through to any point on the continent without breaking bulk. Malpeque, New London and Rustico will receive practically little benefit, none in fact, with the present facilities. These places, must be provided with better means of getting to the railway and the only means available at present is automobile traffic. The roads leading from these centres to Port Borden should be made immediately available for automobiles, if for no other reason than to help in the development of the fisheries.

In our enumeration of Car-ferry advantages also, emphasis was placed on the impetus it would give to tourist travel. Our orators and our newspapers have expatiated at considerable length and with considerable frequency on our delightful summer weather, our beautiful shores, our bathing facilities and on the many other advantages offered by our province to tourists. All these advantages we undoubtedly possess, and our visitors invariably recognize them—with their disadvantages. The best sections of our province, our finest shores, our best bathing resorts, our pleasantest sites for summer hotels, are inaccessible, except by teams, and this, to the dwellers in modern cities and even in modern country districts, is an insuperable bar. A road open to automobiles three days in the week for a few miles out of Charlottetown, and, on the same days, circling around within the limits of the town of Summerside with some fifty miles westward and ending nowhere, is not an alluring prospect to hold up to the people whom we invite to spend their summers in our beautiful climate and to visit the beauty spots that we claim to own.

We understand that the wide awake people of Summerside are already taking steps to connect with Port Borden by automobile and they have an opportunity of opening up one of the most picturesque and most prosperous sections of the province, through Be-deque and Searletown. It has been suggested, and the suggestion is well worth carrying out, that the road from Port Borden to Charlottetown, through Tryon, Crapaud, Desable and along the South Shore, both to Rocky Point and across the West River Bridge, through Cornwall and North River, be opened up to automobile drive through the fairest part of the province and along our finest shores. It would unquestionably be the means of opening summer hotels both on the south and north sides of the Island and would direct the attention of travellers and visitors to the agricultural advantages that we boast so much of and that now we cannot show.

These matters should be taken into consideration now; we are being tied hand and foot by a few people who refuse to see through their own selfishness the many opportunities now open and opening to us, and whom to heed longer, will be to remain in the "dug-out" stage. The opening of our whole province to automobile traffic has been advocated by the Development Commission and their recommendation should be taken up in earnest by the whole province. At present, only the voice of the anti-automobilist is heard; it is time now that the others should make themselves heard in the interests of all.

PRAISING OFFICIALS

It is not always safe to "give credit to whom credit is due" when departmental officials are concerned. In our Saturday's issue in referring to the promotion of Professor Reek, the Guardian gave him credit for planning "a scheme of agricultural education from the elementary to the advanced stage which has received the highest commendation from agricultural authorities throughout Canada, and espe-

cially from the late Mr. C. C. James, head of the department at Ottawa." The Examiner takes exception to this and says the credit should be given to Major R. H. Campbell, our able Superintendent of Education. Perhaps our statement was too comprehensive and exclusive. What we meant was this, that Professor Reek's scheme for agricultural education at Prince of Wales College supplied the key by which the whole system of agricultural education became practicable. In the report from which our contemporary quotes Major Campbell says:

"For many years past we have had Agriculture on our school and college courses of study and fairly good work was done in this subject. But as taught and learned it lacked interest and force."

Dealing with the same subject in the Legislature the Commissioner of Agriculture, (Hon. Murdoch McKinnon) in March, 1915 said:

"For a good many years there had been an insistent demand for agricultural education. It was often urged at different meetings to have some of the higher subjects at the Prince of Wales College eliminated from the curriculum and agriculture substituted instead. That would appear reasonable, but there was one difficulty in this regard that had to be taken into consideration, and that was the fact that the college was not an agricultural college wholly and that a great many of the students it turned out were young men who needed precisely the subjects that were sought to be abandoned—young men who were a credit to the province. It would therefore be unfair to have these subjects struck off the curriculum. And yet there was the appeal for agricultural education, which was unquestionably greatly needed. The present Government met the difficulty by a wise re-arrangement of the courses, so that those who were desirous of having the higher branches of education could get them, while agriculture was taught also in a highly creditable manner to those whose special calling in life demanded that special training."

As Professor Reek is Director of Agricultural Instruction it is presumed that he would be the Government's expert adviser who planned the scheme which met the difficulty. Dr. Robertson, Principal of Prince of Wales College naturally also would be consulted and his advice prove invaluable; and certainly Major Campbell, as Chief Superintendent of Education would be in the confidence of the Commissioner as his chief adviser. But it was not till the Director of Agricultural Instruction planned the scheme connecting the elementary with the advanced stage that our present admirable and enviable system became possible, and we are sure that Major R. H. Campbell would be the first to admit it, for in the report which the Examiner quotes he remarks that "this co-operation of the Departments of Education and Agriculture promises the happiest results."

As we have said, however, it may seem invidious to give praise to one where different individuals are concerned, and probably in future it will be safer to give credit exclusively to the Government; and the head of the Department concerned, which in this instance is the Hon. Murdoch McKinnon.

SIR ROBERT BORDEN.

When Sir Robert Borden attends the Imperial Conference, to which he has been invited by Premier Lloyd George, he will speak for Canada with an influence second to that of no other British public man. Imperial statesmen are not insensible of those unique qualities which during late years, have made Sir Robert Borden a pronounced personal force in shaping British politics.

The Conservative party came into power in Canada as the result of a national verdict at the polls on September 21, 1911. The issue in that epoch-making election was the notorious Reciprocity agreement which involved the sacrifice by Canada of her economic independence. That sacrifice was agreed to by the Laurier Government, and an attempt was made to secure a snap verdict from the people before Canada could appreciate the full significance of the proposed departure. With patriotic zeal, Sir Robert Borden threw himself into the fight for the preservation of the Dominion's fiscal independence. Canada, East and West, responded to his appeal, and he was placed in office as the political head of a nation proud of its conscious individuality.

In the memorable campaign of 1911, the charge was made that the Conservative party "waved the flag." It was repeated with new emphasis when the first great action of Premier Borden was to come forward with a proposal of a definite contribution by Canada of ships for the British navy. Britain's appeal for help, based on developing conditions which now have materialized, was rejected by the scandalous employment of a constitutional defect. The Senate majority, responsible to Sir Wilfrid Laurier over the heads of the Canadian people and their Government, acted brazenly to nullify the timely proposals of Sir Robert Borden. The British people were dumbfounded, while the German press enthused.

It would have been a good thing for Canada, for the Empire and for civilization itself if both political parties in the past had been waving the British flag. But the record shows that the Liberal party, which did not scruple at times to wave the German flag, studiously avoided joining hands with Sir Robert Borden in demonstrating an enthusiastic British sentiment. As a direct result, there has never been any doubt in recent years as to which party in Canada was entitled to the support of anti-British elements.

Sir Robert Borden will take his seat at the Imperial Conference with the best possible claim to a voice in the proceedings there. He has earned the right to take advantage of this unique opportunity to throw Canada's strength into the balance in the highest interests of this nation, the Empire and the cause. His presence at the Conference will fit perfectly into that scheme of things which promises the best for humanity and the worst for the common enemy of civilization.

ALL ABOUT THE MILITIA

SIR THOMAS WHITE, MINISTER OF FINANCE TELLS AN INTERESTING STORY ABOUT THE ADMINISTRATION OF THE MILITIA DEPARTMENT UNDER SIR SAM HUGHES.

IX.
SIR ROBERT BORDEN: Amongst other things.
SIR THOMAS WHITE: My right hon. friend (Sir Wilfrid Laurier) is a great admirer of Abraham Lincoln. Let us bear in mind what has been accomplished. We have recruited 425,000 men; we have financed ourselves and Great Britain, and let us also remember the property which exists in this country today. And yet my right hon. friend says that the Prime Minister is guilty of indecision. Abraham Lincoln appointed General Grant as Commander in Chief of the forces of the United States. Grant had some enemies who were word to Lincoln: "He drinks!" Lincoln replied: "What brand of whisky does he use? I want it for my other generals." If that brand of leadership has produced that magnificent result, why, lack of leadership would not be a bad thing for the Prime Minister. For Canada from this time forth, to say nothing of those in the past, such as my right hon. friend. My right hon. friend has an imagination. Let me appeal to it. Years ago we used to talk of the total trade of Canada as being \$500,000,000. The year before the war the total trade of Canada, exports and imports amounted to \$1,000,000,000, and we congratulated ourselves upon the fact. It was wonderful that the total trade of Canada should be one-fifth of the total trade of Great Britain. In the first six months of the year just past the total trade of Canada exceeded \$1,000,000,000 which was the high-water mark for the year preceding the war, and this year we shall have a total trade of over \$2,000,000,000. Now, if my hon. friend says there is no leadership, of course he is right. If we give the credit to the public, if my right hon. friend had found a condition like it he would take the credit for the party. We say that under our administration the favour of Providence, and the energy and patriotism of the citizens of the Canadian people, all these things have been accomplished.

In 1912, 1913 and 1914 the balance of trade was against us, \$300,000,000, \$200,000,000 and \$140,000,000, and there has been a balance of trade against us for many years past. This year however, there will be a balance of trade of probably three or four hundred million dollars in our favour. Yet, my hon. friends say there is no leadership. Well, if no leadership gives such magnificent results as that there is a good deal to be said for it. Now, I am not particular whether we get the credit or not. After all, this is not a boy's school.

SIR WILFRID LAURIER: It looks like it.
SIR THOMAS WHITE: It does sometimes, when I look at the other side of the House, not only a boys' school but when I hear some of the followers of my right hon. friend speak I think it is an infant's class. We are content with the results.

What is required of Canada? We are in the third and crucial year of this war. Talk all the election talk; talk all the partisan talk like in the House of Commons, but we are in a year of the greatest events in the history of this war, and talk of that kind will make but little impression and will not last long. I was in England during November—
MR. GRAHAM: So the ex-minister said:

SIR THOMAS WHITE:—and I want to tell hon. gentlemen that the serious situation was upon me one when he visited England and France. We are 4,000 miles from the western battle-front, but when you are in England, France or Belgium you realize what war means. You see the fleet, as I saw it— and in my opinion the greatest human agency today is the Hohenzollerns and the domination of the world, was never actually or relatively as strong as it is today. When you see that fleet; when you see the great body of clean white wings, men who, in rain and day out, in summer and in winter, in heat and in cold, maintain that monotonous and weary vigil which means the safety of our commerce and the preservation of our civilization, you realize that the Empire is at war. And when you go to the front and see the men there—the officers living in dug-outs comprising two little rooms, cold and damp; when you see the men going into the trenches and coming out encased in mud; when you observe the uncomplaining, cheerful demeanour of these men who daily walk with death, you realize that this war means, because these are our boys, there is little patience at the front with talk of patronage, appointments or Nationalism, and there will be less patience with it as the war goes on. No thinking man can visit the front and visit the front without coming away profoundly impressed with the terrible seriousness of this war, and that impression will grow more and more upon the people of Canada, of the Empire and of the world as the war proceeds during the present, as I believe, crucial year. This is the spirit in which we should give consideration to the important matters of public business before us, and that, I believe, is the spirit in which the great majority of the members of this House are approaching them—a spirit which exemplifies a realization of the seriousness of the war and which manifested in its deepest sense by men who have sons there and by men who have lost their sons.

It devolves upon every member of this House and every citizen of Canada to do his part. The Prime Minister cannot be on every platform of Canada, week in and week out. He has spoken scores of times since this war

broke out; so have I and so have other members of the Government. We have been necessarily oppressed with business since the war broke out. These are the members of the Imperial Government, matters relating to the troops in Canada, matters relating to the troops in England, and at the front, the organization of our troops in Canada, matters arising out of the dislocation of business which is inevitable when a war is proceeding. International questions, matters of the utmost moment and importance—these are the burdens which from day to day, from week to week, morning, noon and night, Saturday and Sunday, have been born by the Prime Minister and his colleagues. We are not complaining; it is our duty, and we do it. But it is open to any member of this House to do his best to impress the public mind with the necessity for men and munitions and the necessity of saving for the purpose of assisting the financing of the war. I believe that most of the members have done this, and I am quite sure that they will continue to do so. What is required at the present time not only in Canada and the United Kingdom, but throughout the entire world, is organization and the creation of a certain attitude of relation to this war. The great majority of the people are seized with the importance of the war, but many are not, to the same degree. There must be man organization; there must be organization of vital industries; production must be stimulated and increased as much as possible. There should be no personal or public extravagance, and there should be national saving, because in the last analysis it will be money and resources as well as men that will win this war. There must be self-denial and there must be self-sacrifice. The men at the front are undergoing sacrifices cheerfully and uncomplainingly; it is not too much to ask every person to exercise self-denial and self-sacrifice in order that he, too, may contribute to the utmost of his power to the winning of the war.

A great number of important questions are mooted from time to time—important, but secondary and subsidiary questions. The real question before the Empire today is the winning of the war, and nothing else. How do we stand against the great question of winning the war? That is the question to which the governments of all the communities in the Empire must direct themselves. The British nation was slow in getting organized for the war, because it was so entirely unprepared at the outbreak of hostilities. In Great Britain these questions were met as they arose, and today I believe that the nation is very highly organized. Millions of men have been sent to the front; no one ever expected that more than 200,000 or 300,000 men would be sent from England to Europe. The loans that have been raised by the British Government would have staggered the imagination of men before the war broke out.

The Government since the outbreak of this war has addressed itself to the great question that has been presented for its consideration. The success which we have met with—the co-operation and support, of course, of the Canadian people, because the Government can do nothing without which I have made to the House with regard to the recruiting of our forces and our finances and trade, I repeat that there is absolutely no room for national self-depreciation, but I am the first to say that we can do better. We can all do better. We have gone so far; we can go much farther. The Government will continue to put forth its best efforts as in the past, and I am perfectly confident that, putting forth our best efforts, with the rest of the overseas dominions putting forth their best efforts, with the mightiest fort which the British Empire is putting forth, with the heroism and the sacrifices of France and the efforts which she will put forward in the future, this war is going to be won this year.

(The End)

DAILY SELECTIONS FOR GUARDIAN READERS

Furnished by W. S. Louson,

OUR REFUGE AND STRENGTH.

O God, the strength of those who war.
The hope of those who wait.
Be with our sons gone forth to fight.
And those who keep the gate.

We drew the sword to keep our troth
Free from dishonour's stain
Make strong our hands to shield the weak.
And their just cause maintain.

Give to our hosts in battle's hour
Firm hearts and courage high.
Thy Comfort give to those who fall.
Thy peace to those who die.

In Thee alone we place our hope,
Thou keeper of the just.
And Thou through fight and fire and tears,
Will justify our trust.

Thy ways are wonderful, O God.
Who maketh wars to cease,
O let this be the final war
That ushers in Thy peace.

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ABOUT THREAD-MAKING.
Some of the simplest articles used by the busy needle-woman—especially the devoted mother with several active boys and girls to mend and sew for—are far more interesting in the various stages of their production than might be supposed. Did you ever examine into the process of manufacturing a spool of thread? It is a very complicated process. Only the very best Sea Island cotton can be used for this purpose. The cotton is taken in the raw state, and torn all to pieces by a machine called a "breaker." It then goes through several other machines by which it is carefully combed and freed from impurities. A machine called a "spinner" then takes it up, and twists it out into soft white yarn. This is carefully combed again, and it is then taken into another department, where several small strands of this yarn are twisted into one fine one. Three or these are twisted together, and you then have six-cord thread, which, after it is bleached, is ready for the market.

Another interesting thing is the numbering of the thread. Every lady knows the size of thread that she requires for doing a certain piece of work, but very few know how it came to be so numbered. When cotton thread was first made, 840 yards of it weighed one pound. This was called No. 1, and if a pound contained just twice this number of yards, it was called No. 2, and so on. Until sewing machines were introduced, only the best thread was made, but their introduction demanded a finer and finer article. The numbers were left the same, but the six-cord thread had to be made of strands just twice as fine as those of the old article.

We Get You, Madam.

Your niece and mine certainly get along well together, Mrs. Blunderby. "Beautifully! The dear girls are so comblin'!"

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