

Death of Sir Wilfrid Laurier.

A great Canadian statesman has passed away in the person of Sir Wilfrid Laurier, whose death was announced last week.

Sir Wilfrid was one of the most striking figures in the Dominion, and his loss will be deplored by all political parties.

Sir Thomas White, the acting Premier, describes him as "a man of high intellectual gifts and rare social charm, with a singularly attractive winsomeness of disposition and manner which endeared him to countless admirers and made warm personal friends of strong political opponents."

Sir Wilfrid was born at St. Lin, Quebec, on November 20th, 1841, and was Premier of Canada for fifteen years, being the first French-Canadian to hold that office.

He was educated at L'Assomption College and McGill University, became a barrister in 1864 and Q.C. in 1880.

His political career commenced in 1871, when he was elected to the Quebec Legislature for the Electoral Division of Arthabaska. Three years later, he entered the Federal Parliament, and had continuously been a Member since then.

He became Leader of the Liberal Party in 1891, and on the resignation of Sir C. Tupper in 1896 he succeeded him in the Premiership, remaining at the head of the Government until 1911, when he was defeated over the Naval question and the Reciprocity Agreement with the United States.

CONCRETE SHIPS A SUCCESS.

Concrete shipbuilding is still beset with unsolved problems; yet it would be difficult

to point to any other industry that has made so promising a beginning. The Faith, whose construction evoked the laughter of the incredulous, has made her way from the Pacific to New York, with many thousands of profitable freight miles behind her. She may be heavy and ungainly, but she has borne the stresses of weather well. We have yet to hear complaints from the men who risked their capital in her. Apparently she pays. And now a second large concrete ship, the Atlantis, has been launched from a Georgia yard. In design and construction the Atlantis represents a great advance over the Faith. The new ship is light, as compared with ships of wood and steel of equal capacity, and she is beautiful, which probably doesn't matter. She was intended to cost less than a wood or steel ship, but the Emergency Fleet Corporation used her to work out all manner of technical problems whose solution is a necessary first step toward a prosperous development of concrete ship-building. It is too early to forecast that development, but no one who has observed recent progress will affirm that the monopoly of the steel ship is secure. We may yet live to see the oceans dotted over with stone tubs.—The New Republic.

AN IMPERIAL FLAG.

A soldier in a contemporary makes the following unique suggestion:

From the very first, when the Empire entered the great war, the Colonies and the Mother Country have been gradually drawn closer together, Britain admiring the wonderful spirit of her Colonies and the Colonies understanding and appreciating the great

effort of Britain. When we look back and remember how the Colonies and India have stood by us and helped us to this victorious end we begin to realise the full glory and the meaning of Empire, but there is this lacking: something is needed to perpetuate the deeds of the Dominions in our memory, and no other time would be more appropriate than now to suggest an Imperial flag. As a suggestion, the Union Jack could be worked the centre of the flag and the emblems of the Colonies arranged around it. The Government would perhaps offer so much for the best design. Such a flag would unite us in spirit and immortalise the memory of those who died in their great conflict for the glory of the Empire.

DR. J. G. RUTHERFORD.

Dr. J. G. Rutherford has been appointed to a seat at the Dominion Railway Commission as the Agricultural representative. Ever since the resignation of Dr. Mills, this seat has been vacant, and it is with much satisfaction that we hear of the appointment.

Dr. Rutherford is a Scotchman by birth. Coming to Canada in 1875, he studied at the Ontario Agricultural College and the Ontario Veterinary College. He then was a practising veterinarian for several years, until in 1887, he was appointed Veterinary Inspector for Manitoba. He served in both the Manitoba Legislature and the Federal House. In 1902 he was appointed Chief Veterinary Inspector for the Dominion. Four years later he became Live Stock Commissioner as well as Veterinary Director-General, and he held this dual position until he moved to Alberta in 1912.

Mick and Mac get the "Home" papers.

