

The Conservative Point of View

This Department of The Evening Times is conducted by Frank Wright, formerly Editor of The Daily News (amalgamated with The Times), in the interests of the friends and supporters of the Liberal-Conservative Party.

Sir Henry Worth Thornton has been appointed as head of the Canadian National Railways, according to an announcement issued at Ottawa. For months we have been awaiting the fulfilment of the promise of the Prime Minister, that the Chairman of the Board of Management would be made known, and for months the people have been promised and deceived. It has been generally known that railway man after railway man had been approached, and we have generally been given to understand that efforts were being made to obtain a qualified and capable executive from the United States. It may be freely admitted that the task before the Hon. MacKenzie King was difficult, but it would have been far better, and it would have created a stronger feeling of confidence that he was in reality doing his best in respect to this appointment, had he been frank in stating his difficulties. As it is, he has worn the patience, even of some of his strongest supporters like the Toronto "Globe," to an almost threadbare condition. He had promised that a "square deal" should be given to the National lines, but it was not considered that he was playing fairly with the system, especially after he had called for the resignation of the old management long before he was ready with the new. In fact in face of the conditions existing, it was felt and felt rightly, that he had one worse than swapping horses whilst crossing the stream for he had jumped off one and had no other.

AT LAST! His record was so brilliant that in 1919 he was made a Knight Commander of the British Empire, as a recognition of the fine work he did for the country. The story of his selection for the post of General Manager of that system is interesting. Lord Claude Hamilton, the Chairman of the Great Eastern Railway, was of the opinion that he could not find a man in England he thought suitable for the position. He therefore went to the United States and secured Sir Henry from the Pennsylvania Railway, of which railway organization he was General Superintendent of the Long Island portion. On arriving to take up his new post, Sir Henry became a naturalized British citizen, and as a British citizen he will take over the chief position in the Canadian National Railways.

He is, however, of British descent, though he was born, educated and had his railway training in the United States. His parents had emigrated to that country from Yorkshire, and when Sir Henry was born, which was in 1871, they were settled at Logansport, Indiana. He was educated at St. Paul's School, Concord, New Hampshire, and at the University of Pennsylvania, Philadelphia. He entered the service of the Pennsylvania Railroad, being engaged in the Engineering Department. While with that organization he became Chief Engineer, Division Engineer, Division Superintendent on various Divisions, and from 1911 to 1914 he was the General Superintendent of the

The unity of the British Empire is no longer firmly established, because Canada and the other constituent members of the Empire claim—and have always been granted willing—political sovereignty of their own, as the political maturity grows toward a definite over-ruled Empire. Such a system should be constructed such as an imperial cabinet, with the sense of unity which the possession of a common heritage has built up, and even if this course should involve giving up certain theories of sovereignty, these latter may be given up without any fear of consequences. It is as a member of this class that W. P. M. Kennedy, assistant professor of modern history in the University of Toronto, writes on Canada's national status in the September issue of the North American Review.

It was in 1867 that the Dominion of Canada was formed by the British North America Act, passed by the Imperial Parliament, and immediately started on a course of unfoldment of her own inherent rights. The World War was, of course, the great clarifying agent in connection with the relationship between Canada and the British Empire.

It must even now be believed that there was no reason for such delay in appointing the new Chairman of the Canadian National lines. Probably had Sir Henry Thornton approached before, he would have accepted, as he has accepted now. The fact that there has been no other railway prepared.

It was from that position that Lord Claude Hamilton secured him for the Great Eastern Railway of which he became General Manager. During the period of the war, his executive ability was taxed to the utmost, but as the G.E.R., together with the other railway systems all the economics of the matter

the Long Island Road, as stated. It was from that position that automatically, although Canada had no actual say in the matter. In other words, Great Britain was solely responsible for the declaration, and the declaration placed Canada in a state of war, whether she wished for it or not. Canadian citizens became leg-

ally the enemies of those nations against whom the Imperial Government began hostilities and the territory of Canada was immediately liable to possible invasion or attack. As against this, however, Canadian individuality was most carefully safeguarded by Great Britain. No demand was made for men or money; no influence was brought to bear

no influence was brought to bear on the railway expert in race or a sommary rank of Brigadier-General. In which would have imperilled the Dominion's autonomy or hurt her sensibilities. Great Britain, in fact, had nothing to do with the levying of Canada's troops, this problem remaining entirely and solely in the hands of the Canadian Government and Parliament from the very start, and being absolutely a voluntary act honored by the King for his great services, and he received the Cross of Officer of the Order of Leopold from Belgium. He had been given the American Distinguished Service medal in 1919 and in 1920

part of the Canadian people. From another standpoint, however, it was found that the war emphasized the necessity of closer association and co-operation, until in 1917 the Imperial War Council ruled that the great dominions were self-governing nations, which demanded continuous consultation in foreign affairs. Canada was thereafter the constitutional equal of the United States.

and was therefore the constitutional equal of Great Britain and carried on her diplomatic correspondence direct with the Premier of Great Britain and no longer through the Colonial Office. The preamble to the Canadian Constitution reads that Canada is a dominion "under the Crown of the Eastern Railway, with its compact

United Kingdom of Great Britain and Ireland," and it must be remembered that in sentiment Canada is an integral part of the great British Empire. Great Britain recognizes in that Canada has a distinct national character and life. She has accepted the fullness of Canadian citizenship and has opened the innermost places of

Imperial tie, however light it may be, exists as a tangible reality, which means that Canada on the Imperial Government could be annulled only by an act of the Canadian National Railways on a sound footing. It is to be hoped, however, that the promise of Mr. King, that there shall be no political interference, will be fulfilled. Sir Henry must have a free hand or he cannot be expected to produce those results for which the Canadian statesmen to place the Canadian National Railways on a sound footing, of nations now stands, is not a sovereign state. The Imperial tie, however light it may be, exists as a tangible reality, which means that the constitutional dependence of Canada on the Imperial Government could be annulled only by an act of the Canadian National Railways on a sound footing. It is to be hoped, however, that the promise of Mr. King, that there shall be no political interference, will be fulfilled. Sir Henry must have a free hand or he cannot be expected to produce those results for which the Canadian statesmen to place the Canadian National Railways on a sound footing, of nations now stands, is not a sovereign state. The Imperial tie, however

which the country is looking and hoping. It is for the Prime Minister to see that this free hand is given to the new head of the system, and if he does not the country will want to know the reason why. What assistance will be given by the new Board of Management remains to be seen. While there are two or three answer may be given, nor has any one of them been clearly stated.

of them who are well known, perhaps some-
others are not so familiar to the people, though they may prove to be able men. But it is to be hoped that now that this muddle has been cleared up, the railways may be given that "square deal" which has been promised they shall have.

A U.S. VIEW For some time there has been an increasing curiosity shown over the border, in the controversy being carried on in Canada as to what is the real meaning of the term "national status" and as to what it involves. Any opinions on the subject will be welcome.

FADING AWAY It was not so very long ago that it was claimed by many in Labor circles that the One Big Union was to be the future home of the Labor Party. It was to bring about a new world and to revolutionize the

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position of the workers and put them in control. Mr. Walter Mill, of Sas- katoon, undertook the secretaryship of the Saskatoon branch, and he has been badly disillusionized of his belief in the efficacy of that organization. He has now resigned from his position, and in his letter frankly states that the O.B.U. has proved

ing more accurate in the article than the final words: "Where there is underlying unity there is a little danger of the parts which comprise the whole splitting asunder." The Canadian Government have, during the past week or so shown little realization of the truth contained in that statement. They have made no effort to prove to the world that as far as they were concerned unity was of the first importance. And yet it is nothing but that unity which will save the Empire from disintegration. Here is what the "Christian Science Monitor" has to say on the subject: "There is a certain class of individuals constantly spreading

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