

The St. John Standard

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ST. JOHN, N. B. WEDNESDAY, JUNE 15, 1921

MAGNA CHARTA DAY

It seems to have suddenly dawned upon a section of the American people that the German and Irish hyphenates in their country are and have for years past, been endeavoring to create and feeling between the United States and Great Britain. It seems to have taken these good people quite a long time to find out, what the British and Canadians have been pretty well aware of all along, and they have not failed to call attention to it, both in the Press and as occasion afforded, in public addresses, without achieving very much success in bringing about a change of tactics. It has occurred to some Americans now that a better understanding between the two nations ought to be brought about, and they have therefore inaugurated a movement to this end. As a basis for this movement they point out that the British and American peoples speak the same language and have common representative institutions, that the foundation of the liberties of both is contained in The Great Charter which was wrung by the barons from King John in 1215. It is therefore proposed that on the anniversary of the signing of that charter, the 15th June, in every year, expression shall be given to the essential unity of purpose of the English-speaking nations, and in consequence of the necessity that exists that each should thoroughly understand each other.

If there is a need anywhere for any such movement at all, it is in the United States itself, where feeling against the British Empire and everything British is very strong except among that comparatively small section of the people which comprises what may be termed the better classes. It is not particularly needed in Canada where the people are accustomed to treat their visitors from over the border with the utmost friendliness and good will, it is not needed in Great Britain itself where the British utterances of the American hyphenates are treated with amusement and contempt more than anything else; and it is not needed to any extent in the British overseas Dominions, because their intercourse with the United States is but slight and friendly enough as things are.

The people of the British Empire and Canadians especially will not doubt welcome any movement that will tend to bring about a better friendship between them and the people of the United States. Canadians particularly have many things in common with the latter, including the dollar bill, which on this side of the line retails for 25 cents and on the other for 125. Canadian goods too are thought so highly of across the border that any one there wishing to buy them must pay a high import duty in order to get them. We have all of us noticed too with feelings of pleasure and pride how acceptable to the people of the United States have been Admiral Sims' expressions of good feeling and regard for Britain, as contained in his recent speech over there. This speech was a daring and admirable exposure of those elements in the United States whose chief inspiration in life is antagonism toward England, and whose principal endeavor is to create friction between the two countries and prevent an amicable understanding. All these little things naturally tend to make us love our neighbors as ourselves. It will too, we are sure, be a source of extreme gratification to British people the world over to learn, on the authority of a pamphlet entitled "Our Common Political Heritage" and published in the United States, in aid of the new movement, that "The British National Anthem 'God Save the King' is sung to the same tune as the American patriotic song 'My Country 'Tis of Thee.' The cause of mutual good fellowship could surely ask for no better justification!

THE GRAND TRUNK

The Grand Trunk is proving a very gay (7) investment for Canada. Its earnings for the week ending June 7th were upwards of \$106,000 less than for the corresponding week of last year. At this rate it looks as though the appropriation of \$106,000 for the Grand Trunk, Grand Trunk and Grand Trunk Pacific, will not be very much in excess of their needs. The greater part of the Grand Trunk revenue is derived from international traffic, and this feature has to be borne in mind in dealing with the future of the road.

The question has been raised as to whether this phase of the subject has received the proper attention in connection with the purchase by the Government of this road. It is pointed out that this concern has thirty odd subsidiary lines in the United States subject to Federal and State jurisdiction,

tion, and all more or less engaged in competition with American roads. They are no longer private property. The contract of purchase has been signed, sealed, and the roads delivered. A new set of directors sits in office and manages the American as well as the Canadian parts of the system. The Americans are abroad in business, and not conspicuous for generosity towards foreign competitors. They know that the Grand Trunk is now the property of the people of Canada, who will bear its deficits, and we may be sure traffic soliciting agents in the United States will not be slow to make use of the fact. Then, there is the Island Portland section. What is to become of it? Is it to be raised in standard and improved terminal facilities created at Portland in order to increase the trade of that port? Is the Government to play off Portland with the Grand Trunk against St. John with the Canadian Pacific? And if not, of what value does the Portland line become? These are pertinent, practical questions to which adequate consideration does not appear to have been given in the haste to acquire the Grand Trunk.

THE DOMINIONS AND IRELAND

An inquisitive member of the British Parliament, who asked whether the coming conference of Premiers would discuss the Irish situation, received the diplomatic answer that the members of the conference could do as they wished. There is little probability that any of them will so wish. Mr. Lloyd George is not likely to feel that members of the conference can tell him anything that he does not already know on the Irish question. Even the Australian Premier, Mr. Hughes, who is usually disposed to consider a wide range of subjects as falling within the sphere of his attention, will hardly be tempted to ask for an Irish day on the agenda. Our own Premier, it is safe to say, will not feel that he has a mission to settle the affairs of Erin. There is, fortunately, no doubt as to Canada's attitude in relation to Ireland. Again and again the Canadian House of Commons has placed on record its sympathy with the Home Rule movement. But that was a Home Rule movement that, unfortunately, has almost become extinct. It was the Home Rule movement of Gladstone and Campbell-Bannerman, of Asquith and John Redmond. Sad to say, that constitutional movement, rejected by many British statesmen who today are obliged to endorse its principles, is no longer powerful. It has been submerged by the policy of the San Fein party, which today is dominant in the South and West of Ireland. A small section of the Canadian people, who allow their praise-worthy zeal for all things Irish to outrun their discretion, are supporting the Sinn Fein movement. The mass of the Canadian people would, we believe, if opportunity for such an expression of opinion came, renew their declaration of sympathy with the efforts to give Ireland a liberal measure of Home Rule within the British Empire. Canada would still support constitutional Home Rule, but not the dismemberment of the Empire. The Canadian Premier, who we are sure, will give expression to that view if the question arises at the conference. But he will probably feel that no good can come at present from raising the subject.

FAILED AGAIN!

Ottawa Citizen: A man had fallen in. Everything but failure and defeat. Somewhere would go. Wrong with his Determination to Get Rid of himself, a Resolve he had finally taken. So he got a Coll of Rope, a Bottle of the Best Wood Alcohol, a Pistol and a Leaky Rowboat, and Climbing into the Rowboat pushed off from the Bank of a Deep River. At Last he came to An Overhanging Tree and Fastened the Rope to a Branch and Made a Noose about his Neck. Then he swallowed the Contents of the Bottle, pushed the Boat from Under his Feet, and Pointing the Pistol at his Head, pulled the Trigger. But the Bullet into the Rope, so that he fell into the Stream and Swallowed so Much Water that it acted Like an Antidote, and a Friend pulled him Out of the River, and he was Elected to the Saskatchewan Legislature on the Conservative Ticket. Moral—It is Practically Impossible to escape a Natural Jinx.

Speakers tonight and on Sunday in the Better Understanding Movement, should not fail to impress upon their hearers the necessity for an immediate change in the Rule of the Road, that we are willing to go to any lengths to accommodate and oblige them, whether our own people like it or not.

I SEE IN THE STANDARD

Jan Christian Smuts of South Africa will be one of the outstanding characters at the Premiers' Conference next week in London. He was born on a farm in the western province of Cape Colony, his father being a politician as well as a ranchman, representing Malmesbury electorate in the Assembly at Capetown. He worked as a small boy in the fields, leading a team of draft horses by a rope. On the veldt, he learned to rough it, often having to cook his own food. He was given elementary teaching at home, until, at the age of twelve, he was sent to a small school at the village of Riebeck. At sixteen, he went to Victoria College at Stellenbosch, and five years later won a scholarship that took him to Cambridge. At Cambridge he took both parts of the Law Tripos at once and was placed first in the first class in each, besides winning a special prize.

After his brilliant success at Cambridge, Mr. Smuts returned at the age of twenty-five to South Africa. He took up law practice at Capetown, but he was soon busy in political writing and work with a strong pro-British bent. He defended Rhodes from charges of corruption and opportunism and made it clear that he had great faith in the British empire-maker. Then came the Jameson raid. He turned on Rhodes and declared him to be a barrier between England and Dutch.

Was With Kruger. At the age of 28 he was state attorney for the Transvaal, receiving his appointment from Oom Paul Kruger. By the middle of 1890, the differences with Britain had become acute. Smuts accompanied Kruger to his interview with Lord Milner at Bloemfontein. He played a leading part in the final negotiations with the British agent at Pretoria.

The South African war came Smuts began his part by wielding the pen. He wrote a book, "The Boer War," a vigorous Dutch manifesto, "A Century of Wrong." He still aimed at the establishment of a united South Africa—but under a Dutch flag. He went into the field, and was given a command. He distinguished himself in guerrilla strategy. He had exceedingly narrow escapes, being surrounded on one occasion by the khaki troops while he was sleeping. Once, too, he was poisoned.

At the Vereeniging conference, Smuts stood with Botha for peace. He urged the Boer leaders to consider not the glories of war, but the fate of the whole people. It needed enormous courage, he said, to yield than to go on fighting. Smuts, later as lieutenant to Botha, for a united British South Africa. His stand against the importation of Asiatic labor. They had to face riots and all kinds of internal trouble, caused by various differences, and then came the Great War. Smuts' first campaign on behalf of British Empire was against the rebels in his own country. He was general de Wet. His operations were rapid and uniformly successful. The campaign probably strengthened Smuts' authority. General Smuts' campaign in German South West Africa were crowned with success. Smuts is a great home man. He has a family of six. His wife was a brilliant college mate in the days of his youth.

WHAT OTHERS SAY

Exit, The First Dreadnought. The famous Dreadnought, first of the class, has gone to be scrapped. In 1909, when the Imperial Press Conference was entertained at Portsmouth, she was the pride of the navy. She revolutionized the naval plans of every nation. Now it is doubtful whether the future belongs to the battleship at all.—Toronto Globe.

Sad Trouble in Gotham. It is only a question of time before Prohibition enforcement in New York is mired beyond all hope of rescue. About 4,000 persons have been arrested under the Mulford law since the beginning of April; 1,079 cases have been presented to Grand Jurors; 166 judgments have been returned, and from this enormous list the mills of justice have ground out six convictions for the five counties. Of the six persons convicted not one is serving time. The impossibility of trying all the cases which would accumulate if arrests continued at the present rate constitutes only a primary difficulty. It is useless to try them when juries will not convict. The inadequate machinery is clogged, but even if it were dug out it would not work while the people of New York as a majority oppose Prohibition. Enforcement is reaching an impasse.—New York World.

Edison Started It. "Do you know how high the tide is in the Bay of Fundy?" asked the superintendent of a street railway company. "No, sir," said the applicant for a job. "I never heard of the Bay of Fundy." "I can't employ you, then. You would never make a competent workman."—Paul Cook, in the Birmingham Age-Herald.

A BIT OF VERSE

MOTHER'S CROSS. An Acrostic. Mourning clouds will pass mo—ther dear, Over our path shadows oft appear. The clouds will weep and the skies will clear, Heaven heals our heartaches with a tear. Eternity the story will tell, Re-echo the tale, how heroes fell. Securing heaven, thro' gates of hell. Count up the things you taught him in youth, Rare, how heroes died for truth, Oh mother mine the victory's won, Silence your sons hear God's praise. Servant I must honor mother's son. —Leonard Fox. Rochefort.

Benny's Note Book

BY LEE PAPE

Us fellows found a puppy this afternoon, being a funny looking different colored puppy with wobbly habits, not looking as if it would look any good when it grew up on account of how it looked already, and Pads Simkins sed, O, heers a good chance for somebody to adopt a dog, a puppy is the best kind of a dog to adopt because by the time they grow up they think they were born in your house, we dont you adopt it, Sid? You saw it feel.

I would, only I got a dog that the only reason I dont, if I adopted another dog my fox terrier Toddy would get jealous as anything, he thinks he's the only dog belongs in our yard, sed Sid Hunt, we dont you adopt it, Benny?

My fathers thinking of buying me a dog, I sed, if he bawls me a dog and then come home and found this one he mite get disktasted, Id adopt him all rite if my father wasent thinking about buying me a dog. We'd pop did say something about getting me a dog once about 3 years ago, and Skinny Martin sed, Well I tell you the only reason I dont adopt him, we got a cat home and it gets so nervous every time it sees a dog it would probably be a nervous wreck if it had to see one around all the time, that's the only reason I dont adopt it, we dont you adopt it, Artie?

Which my cuzin Artie was jest starting to say why he wouldnt if he couldnt, wera automobile stopped and the man got out and went around to the front of it to make it go agen and I sed, I tell you wat, fellows, lots give it a good home, anyways, lets put it in the back of that automobile and wen the man gets home and finds it he'll be so surprised he'll adopt it.

Being a grate idee, and Pads Simkins quick picked the puppy up and threw it on the back seat and jest then the automobile started to sound as if it mite go, and the man quick got in and it did, us fellows all yelling after it, Hurray, hurray, and the man waved his hand as if he thawt we thawt he was grate because he made it go agen, only wen he got home he properly found out different.

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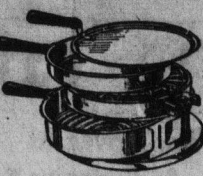
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