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THE LATE C. M. HAYS and **H. MARKLAND MOLSON.** THE Council of the Montreal Board of Trade has passed a resolution expressing its regret at the tragic death of two of its members, Mr. C. M. Hays and Mr. H. Markland Molson. The resolution adds, and in so doing expresses the general feeling of the community:—

"That Mr. Hays by his most capable management and development of the Grand Trunk Railway system, and by his conception of the Grand Trunk Pacific Railway, rendered great and lasting service to this country, and that his record as a citizen of Montreal since he made this city his home secured for him a high place in the regard of its people;

"That Mr. Molson, a member of one of our oldest and most respected families, achieved by his abilities a place of distinction among the business men of this city, while as an alderman thereof he well served its interests, and that in all relations he won the esteem and regard of his fellow citizens."

The resolution also pays a tribute to the heroism shown by passengers, officers and crew of the Titanic.

AFTER ALL. THE darkest cloud has a silver lining. Even the Titanic horror which shocked the civilized world, has brought with it some lessons of hope. Our day and generation have lost many men of mark, who were doing a work for their fellow men perhaps insufficiently appreciated until the night came, when no man can work; but the manner of their going has left an impression which will long endure, and which has set many of us thinking and revising our judgments. "There is something in the English after all," says a New York writer, commenting upon the behaviour of the men on the Titanic; and he evidently does not mean the bumptiousness, the self-satisfied assumption of superiority with which the Englishman is commonly credited abroad. He refers rather to that trait in his character at which so many English writers have laughed and chafed; his devotion to "duty;" the matter of fact assumption that a certain standard of conduct is expected of him under any given circumstances and that he has really no personal choice in the matter. Sir William Gilbert found in it a fruitful subject for his humour, and then illustrated it by giving his own life to save a woman from drowning.

"Wait until we get all the particulars" said a friend to the writer, when the first news came of the wreck. "I shall be surprised if we do not find that the steerage passengers and the crew were allowed to drown like rats in a trap, while the cabin passengers were practically all saved." We have had the particulars and we know that there is something in the idea of noblesse oblige after all. There are exceptions to every rule, of course, but the men who had most to lose met their fate like men and it never seems to have occurred to them that their right to live was any greater than that of the poorest man on board the Titanic.

The question of Women's Suffrage is not affected in the slightest degree by the refusal of the men on the Titanic to allow women the equal right with men to die; but the fact suggests that there is something in modern chivalry.

Then the widespread sympathy and keen sorrow evidenced in every nation are evidence in support of Paul's declaration on Mars Hill that "God hath made of one blood all nations of men."

Then there were some among the sea's victims regarding whom the world must revise its judgment on account of the very way in which they met the last enemy. Of such an one they may say there was nothing in his life that became him like the manner of his leaving it. Hundreds of men rich and poor, known and unknown, met their deaths like men, with calmness and dignity. "Not like the galley slave scourged to his dungeon," but rather "like him who wraps the drapery of his couch about him and lies down to pleasant dreams." There are worse things than death, but they were not conspicuous in the last hours of the Titanic. When time has blunted the keen sense of loss, the world may still be the better for the renewed faith in human nature; for the knowledge that there is still enough of sense of duty, of justice between class and class, of chivalry, of sympathy and of courage, to which to appeal; and upon which to base the hope of a renaissance of the higher life.

Vice, poverty, class hatred, selfishness, "graft" and war are now made so prominent that they are regarded as characteristic of the age and ominous of the future; but after all, they are but the evanescent shadows thrown by the strong light of faithful lives and heroic deaths; a radiance which inspires thoughtful men with faith in God and man; and imbues the world with the confident hope of better times.