

The St. John Standard

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ST. JOHN, N. B., THURSDAY, MAY 6, 1920.

KING GEORGE V.

Two years ago, today, on the 6th May, 1918, the British Empire—in fact the whole world—was startled by the announcement that King Edward VII. had passed away, with practically no warning that such an event was at all likely to happen, leaving his only son, George, then Prince of Wales, to step into the gap so unexpectedly created, with little or no special preparation for the immediate assumption of such stupendous responsibilities.

The British Empire at the time was faced with many questions of the gravest character and there were those—old and experienced men of the world—who could not but feel a certain amount of anxiety as to the ultimate outcome of some of these matters. Foreign statesmen realized that Edward VII. was a monarch with whom it was not safe to take liberties; and as long as he had a guiding hand in British foreign policies, the peace and safety of the world were sure at least. Recognized as the most astute and experienced diplomat in Europe—which is the same thing as saying in the world—the other Chancellors of the continent entertained a wholesome respect not only for his judgment, but also for any course of policy that Britain might adopt regarding any matter, knowing full well that he was behind it. With his sudden passing, the tension snapped, and while some foreign courts breathed more freely, there were others that felt that one of their chief guarantors of security had been taken away. They knew not what manner of man his successor might turn out to be, or what liberties might not be taken by other powers, which had been held in check during the lifetime of Edward VII.

George V. will go down in history, however, as a King who made good in every way. At a time when crowns and thrones are tottering in every direction, when anarchy stalks throughout many countries, leaving devastation and chaos in its wake, the world sees the British Monarch re-established in the affectionate regard of his subjects to a deeper, firmer and more lasting degree than was ever the case with any of his predecessors. When the Empire was passing through a scourge unprecedented in its history, he shared with his subjects the anxieties and privations they were called upon to endure, when he might, had he been so disposed, have taken advantage of the opportunities which his position gives him of avoiding any such conditions. While never losing any of his kingly dignity, he entered with the fullest sympathy into the sorrows and afflictions of even the humblest of his subjects, identifying himself with any and every movement which had for its object the amelioration of those hardships which the unprecedented conditions caused by the war had caused. He has shown himself a real leader of the people. King George is fortunate, also, in that he has a son who promises to endure himself even more completely to the people than his august father has done. Go where he will the young Prince appears to win the hearts of all with whom he comes in contact, whether blundering or peasant, and totally irrespective of nationality. While everyone devoutly hopes it will be many, many years yet before he is called to ascend the throne of his forefathers, when that time does come he may rest assured that he will possess to the fullest extent the whole-hearted love and devotion of his people, not only for what he represents, but for his own personal qualities.

EMPIRE TRADE.

In the course of a most interesting address before the Board of Trade of Toronto, on Monday, Col. Grant Morden made an appeal for the co-operation of British and Canadian interests for the development of Empire trade. In the course of his remarks, he took the opportunity of pointing out that the public should be educated up to the point of appreciating that trade combinations are not necessarily bad. To any persons who will give the matter a little consideration it will become apparent that a combination of financial interests, if properly managed, will work out not for the advantage of the shareholders only, but of the general public as well. It is doubtless true that at one time there was prevalent a general idea that any combination of financial interests more often than not represented a monopoly or trust, but it has been shown over and over again that this is not necessarily the case. It must be obvious that if a number of organizations engaged in one and the same kind of production combine in the interest of mutual development, a very considerable saving in overhead and other expenses must necessarily result. As a result of these savings it should be possible not only to sell to the public at a cheaper rate, but also give a better service altogether than would be possible with a number of concerns all competing one against the other. In Col. Morden's own words, "the right kind of combination in trade and industry means better conditions for all,

and I think the time is coming when we will have to get closer together in many ways."

As to one way in which finance should get together, a report of his address says:

"Col. Morden suggested that there could be industrial partnerships between Canada and the Mother Country. He had given the matter much consideration and had come to the conclusion that a Canadian nationhood, under the British Empire, would be far more beneficial to Canada than would independent nationhood. In this connection, the speaker told how he had made England great, and he had come to the conclusion that something should be done for their development. Investigation of the situation had shown him that before the ore should be used to the best advantage, there would need to be co-operation with powers outside Canada. He believed it was better to call upon British finance than upon that of the United States. The result had been the formation of the British Empire Steel Corporation, which organization, he stated, is out to take its place among the big industries of the world. Nor was it going to stop where it now is for the present stage is but one step along the way until it is arrayed with forces in India and Australia. It was going to be a real combination with the Empire."

The history of both Great Britain and the United States has shown over and over again what an important part in the progress and industrial development of a nation the steel industry has played, and it will be a source of gratification to Canadians to feel that the parent company of this immense new organization is a Canadian corporation. Experts have valued the physical and other assets of the new organization at \$450,000,000, while capitalization has been authorized at some \$200,000,000 less than the valuation put upon the property. Canada has somewhat of a reputation for over-capitalization, but now the British Empire Steel Corporation is setting an example to the world by under-capitalization, and the progress of the company will be watched in all the big banking offices of the world, and the example shown by their system of capitalization will doubtless create a big impression. It will show that Canada is doing business upon a new basis.

CANON SCOTT'S ADDRESS.

There is a trite saying, "Blessed is he that expecteth nothing, then will he not be disappointed." Canon Scott's address last night before the Canadian Club shows us, however, that there can be occasions when we can expect something and still not be disappointed. In the course of this address, which was on the subject of "Some Lessons to Be Learned from the War," he presented to his hearers quite a new insight into many of the impressions they had gained of the war, and the conduct of the operations rendered necessary thereby. Not by any means the least conspicuous feature of his remarks was the absolute freedom from anything in the nature of a set speech, which might perhaps be not unexpected from a speaker who was discoursing upon a theme with which he had dealt on many previous occasions. Canon Scott is no stranger to St. John, and his address last night will only serve to deepen the appreciation in which he is justly held by St. John audiences, who will look forward to another visit from this distinguished orator, author and poet at no distant date.

MINISTERS WITHOUT PORTFOLIO.

Ministers without portfolio are so common in this country, both in Dominion and Provincial politics, that they cause no comment. They are not paid for their services. It is true, other than a small sum to cover their usual loss of time and actual out of pocket expenses. In England, however, such a class of ministers has hitherto been totally unknown; and the recent appointment of a leading English politician as Minister without portfolio has caused considerable criticism.

The following remarks from an English contemporary show the trend of public opinion on the subject, though they may seem somewhat amusing to the people of this country:

"The appointment of Sir L. Worthington Evans to be a Minister without portfolio has aroused some criticism of such a Constitutional novelty. Some thrifty souls profess to regret it on the score of expense, but expense ought not to enter into the question if the Minister is really needed for the efficient working of the Government. After all, Prime Ministers and leaders of the House, in times of emergency, may require what, with no disrespect, may be termed a Man Friday to attend to affairs they cannot themselves direct owing to business pressure. The true difficulty, it seems to us, is not expense, but how to make a

Minister without portfolio answerable to Parliament. Having no regular occupation, he offers no tangible surface for censure or attack. He is liable, in fact, to be as disturbingly omnipresent as the ghost in 'Hamlet,' and equally elusive. The British Constitution has no place for him. It prefers to deal with Ministers in office, not with a Minister hovering sweetly about Ministers in office—a ministering spirit, if you will, with \$25,000 a year for his airy mission, yet not a genuine British Minister."

AN ENDLESS CHAIN OF STRIKES.

When a union man with the strike habit kicks about the price and scarcity of sugar it would be well if the grocer could show him a chart which appears in the latest issue of the American Sugar Bulletin.

This chart shows that from the first of January to the present time there has not been a day when the manufacture or shipment of sugar has not been impeded by strikes.

Plantation workers went out in Hawaii and Porto Rico. Refinery employees struck in Chalmers and Rovero. Dock workers struck in Havana, Jamaica, New Orleans and Boston. Bottommen struck in New York and Philadelphia. The railroad strike added to the agony.

Start of sources is but one of many important industries. All the other could be charted in the same way. Business is completely interlocked and a strike in one line affects practically all the other lines.

The striking switchman who grows because there is no sugar in the bowl must remember that he was one of the causes. And he is being blamed by the Havana dock laborer who has no flour in the bin.

THE SESSIONAL INDEMNITY.

(Montreal Gazette.)

It may be on the principle that charity begins at home that members of Parliament propose to raise their pay. In Ontario a large majority of the Legislature ask an indemnity of \$2,500, and in Ottawa there is a movement to have the indemnity fixed at \$4,000, a substantial increase in both cases and an example certain to be followed in all the provinces. It may not be quite fair to stigmatize this rapacity as a game of grab. The interested parties will describe their purpose by the offer term of a design to conform the indemnity to changed conditions, and contend that \$4,000 does not now go further towards meeting the expense of four months' residence at Ottawa than did \$2,500 ten years ago, or \$1,000 twenty-five years ago, in which there is much truth. Yet it is repellent to morality that the representatives of the people should without consultation of their masters appropriate to themselves a large proportion of the proceeds of the taxes they levy. The time is not opportune, however great the need, however strong the temptation, when economy is preached from the house tops by these class representatives, when class claims are being denied, when construction of public works is being deferred for lack of money, and when the state of the public finances gives cause for grave concern.

In another column will be found a communication from Mr. E. S. Carter, the Premier's Secretary, in which he complains of some remarks we made in our issue of yesterday regarding the delay in getting the ferryboat "Maggie Miller" upon her route. What we said was based upon certain representations made to us by a leading citizen who we presumed knew whereof he spoke, and we had neither wish or intent to misrepresent the facts. If the Government is not to blame for the delay, we are happy to announce the fact. But it does seem that someone is to blame, for there would appear to be no reason why inspection of the hull and other portions of the boat should not have taken place before this. The ice has run out of the river more than a fortnight now.

Montreal Gazette: Automobile accidents are of daily occurrence, and in many, if not most, instances they are due to speeding or other violations of traffic rules. There is even racing on the city streets at night, a most reprehensible practice. The tragedy on Ontario street early Sunday morning, when a speeding auto ran into a party of men moving furniture, killing one and injuring the other two, was a callous and brutal act which many will regard as plain murder. The slayers proceeded on their mad way after the killing. This flagrant case should be followed by the police to its proper conclusion.

In some of the centres in Europe where hard and honest work is most needed, men refused to perform their daily tasks on May 1, just because it was that particular day. Agitating immigrants are seeking to establish the annual red event on this continent and are receiving some encouragement. April 1 is termed All Fools' day, but it might be more appropriate if the date were fixed a month later.

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Benny's Note Book

BY LEE PAPE

Mary Watkins was sitting on her front steps looking gratefully at a new white hat and white shoes and stockings, and I was sitting there looking at her, and I saw my teacher was better than her teacher and she looked mad and wouldn't hardly cawt any more, me thinking, O, I better say something to make her feel all right again.

And I said, Hay Mary do you know what you look like today? Well, said Mary Watkins, and I said, You look just like an angel. Benny Pota, I don't think that's a very refined thing to say to a lady. I don't, said Mary Watkins.

O wize, wize not! I said, and she said, Haven't you ever saw any pictures of angels? I said, Yes, and she said, Well then you must know my not.

Aw goah, O, I said, I didn't mean that kind of an angel, I meant a smart with clothes on.

Nobody ever saw one with clothes on and I think you're perfectly awful, said Mary Watkins. And she got up looking proud and went in the house, thinking, Heck, O wize. And I started to walk home and who did I meet down at the corner but Lorester Miner in a new red coat with brass buttons up and down it, me saying, Hay Lorester, would you think it was a un-refined thing to say to a lady if somebody told you you looked like an angel?

Certain not, I think it was a perfectly beautiful dawt, said Lorester Miner, and I said, Well you look like one.

O Benny, how nice of you, said Lorester Miner, and I said, Do you want to take a little walk?

Well she said she did, and I walked past Mary Watkins house 3 times with her just to show Mary Watkins she wasn't the only girl in the world.

IN THE EDITOR'S MAIL

St. John, N. B., May 5th, 1920.
 Editor of The Standard, St. John, N. B.

Dear Sir,—In your editorial column this morning you state:

"Another matter that needs urgent attention is regarding the subsidy for the 'Maggie Miller.' Several complaints have already reached this office regarding the delay in putting this ferry on the route and the consequent inconvenience and difficulty to which the residents of Baywater and district are put to for lack of means of communication. The Government should see to this matter without any waste of time."

It is a matter for regret that your editorial writer does not take some pains to ascertain the facts before making such misleading comment. The captain of the "Maggie Miller," R. W. White, would have told him without hesitation that the Government of the Province is not to blame in any degree for the delay in putting this steamer on the route. MacLachlan did not complete their work upon the boat until today. The hull has just been inspected, and Mr. Dixon, the Butler Inspector, will not be able to do his inspection work until Friday, and the steamer cannot possibly go on the route legally until Saturday.

Capt. White would also have informed The Standard that there has been no dispute with regard to the \$2,500 a year subsidy which the Government gives the owners of the "Maggie Miller." He would also have told him that the fares between Millville and Baywater have been fixed to the satisfaction of the owners of the boat, and a further increase in the fares which are paid by the Government was to be considered at this next meeting.

The Government paid the owners of the "Maggie Miller" for the season 1919 \$18,416 for bringing the residents of Kingston Peninsula to Millville, and in addition, it also paid a subsidy of \$2,500 for the day service, making a total of \$20,916, and there is not the slightest reason for either the residents of the Kingston Peninsula or the owners of the

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"Maggie Miller" to complain of the present Provincial Administration.

Yours very truly,
 E. S. CARTER.

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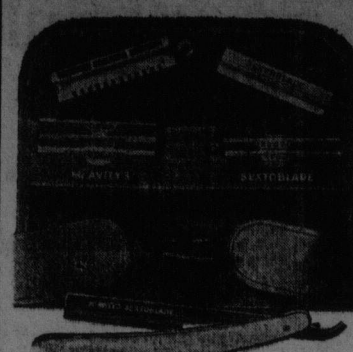
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