

More Saw Times

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# 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.

AT LAST! Sir Henry Worth, during the whole period of the war, the unity of the British Empire is no longer firmly established, because the Canadian National Railways, in recognition of the British Empire, as a member of the Empire claim—and have always been granted willingly sovereignty of their own, as they have toward political maturity. These are those who advise that a definite over-ruling powers. On the other hand, there are those who feel that the course of wisdom calls for a strengthening of the foundations of the common structure to develop an intercourse among the members of the deep-seated Empire. Such a policy is one which will enhance the sense of unity which 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 consequence. 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 American 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 clarifying agent in connection with the relationship between Canada and the British Empire. The declaration of war involved Canada 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 loyal against whom the Government began hostilities and the history of Canada was immediately liable to possible invasion or attack. As against this, however, Canadian individuality was most certainly safeguarded by Great Britain. No demand was made for men or money; no influence was brought to bear on the Dominion to impinge the Dominion's will upon the British Empire. Great Britain, in fact, did nothing to do with the unfolding of Canada's life, but she has maintained entirely and solely in the hands of the Canadian Government and Parliament from the very start, and being absolutely a voluntary act on the part of the Canadian people, it cannot be said that the Dominion has been imposed upon. It was a matter of course-empire, and the necessity of cooperation, 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 Great Britain and carried her part in the common enterprise with no less honor than Great Britain and no longer as a vassal.

The preamble to the Canadian Constitution reads that Canada is a Dominion "under the Crown of the United Kingdom of Great Britain and Ireland," and it must be remembered that in the settlement of the Empire, Great Britain recognized that Canada has a structure and life of her own, and that the fullness of Canadian citizenship had been opened to Canadian citizens. Imperial policy to Canadian statesmen. Yet without Canada, as the law of nations now stands, is not a sovereign state. The Imperial Government might say, "exists as a tangible entity which means that Canada on the Imperial Government could be annulled only by an act of the Imperial Parliament and that the announcement of such a step, should it ever be taken, could only be made by Imperial act not by Federal legislation.

It has been urged that there is no real political unity which is no final authority. To such a charge answer may be given, perhaps some what categorically, that the final unity of any state is to be found in the will of the people which determines the instrument of political power. Where there is underlying unity, there is little danger of the parts which comprise the whole splitting asunder.

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" as it applies to what it involves. Any opinions on the question at the present are of more than passing interest, and therefore the views taken by such a paper as the "Christian Science Monitor" are suggestive as to the viewpoint of one section of the United States opinion. It is a question but need resume of the final words: "Where there is underlying unity there is a little of the whole splitting asunder." The Canadian Government have, during the war, been weak or so shown little realization that the truth contained in that statement. They have made no effort to prove to the world that as far as they were concerned, and yet 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 apprehensive that 'not been launched,' he declared, 'we

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 Sir Henry Worth would have been accepted, as he has been now, which fact that there has been a much dilly-dallying and shiftness over the matter, will not make the record shows for the time. But as his record shows he is not the man to worry him in carrying out his duties before him. He has already had a great name as a railway expert in connection with a what considerable amount of opposition, and he has been honored for the work he achieved during the war.

It will be readily admitted that in securing the services of Sir Henry Thornton as head of the Canadian National Lines, Mr. King has at last found a man of great attainments to see to the task of making a successful system. Sir Henry has not only a thorough knowledge of the railway conditions of Great Britain but also of the United States. There is, therefore, every reason to expect that with him a thoroughly Canadian Board of Directors at the head of the lines, the failure of the old clogged trunk management, which was rampant in the Old Country will not be repeated.

Something about the new President of the Canadian National Lines may be of interest to those who are not acquainted with his experience and his record. He is being brought from the Great Eastern Railway of Great Britain, one of the largest and best organized and managed of all the lines in that country. That appointment he received in 1914, and

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**FADING AWAY**  
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**SOME IDLE THOUGHTS**  
It is reported that Australia is becoming increasingly popular with the English people. When the photograph she was ready to stand by the Old Country if needed?  
By the way, if you want to vote in the December elections you had better see that your name is on the list. The Soviet Government is out to overthrow "bourgeoisie psychopaths." It is thought they ought to be strongly reprimanded for such "quibdalian rhetoric."  
There will be a good many men who will not forget that the "Toronto Globe" has stood out manfully in its "association" with the British Government, when Mr. King and Co. have been "hitting their heads together" to bring about a "new world."  
Some one appeared to be trying to "pull" the market with those "scare despatches" yesterday.  
With the order consolidating the National Lines issued yesterday, by the Imperial Government, have several more of Arthur Meagher's clothes.  
Tom Moore will see that the Prime Minister doesn't keep another in his pocket for eleven years.  
—FRANK WRIGHT

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