

*Moore Jaws Times*

## *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 AT LAST!** 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 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 management long before he was ready with the new. In fact in face of the conditions existing, it was felt rightly, that he had one worse than swapping horses whilst crossing the stream.

Sir Henry Worth during the whole period of the war, 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 Logport, 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

the unity of the British Empire is longer firmly established, because Canada and the other constitutive members of the Empire claim—a recognition of the fine work he did by the mother country—a political sovereignty of their own, as they grow toward political maturity. There are also those who advise the offset such a contingency, an official system should be constructed such as an imperial cabinet, with definite over-ruled powers. On the other hand, there are those who fear that the course of wisdom calls for a strengthening of the foundation of the common structure to develop the intercourse among the members of the widespread Empire. Such policy, they maintain, will enhance the sense of unity which the possession of a common heritage has brought up, and even if this course should involve giving up certain theories of sovereignty, these latter may give up without any fear of consequences. It is as a member of the class that W. P. M. Kennedy, assistant professor of modern history at the University of Toronto, writes. 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 relationships between Canada

the Long Island Road, as stated. It was from that position that Lord Claude Hamilton secured him the appointment of General Manager of 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 companies, had no other prepared.

The fact that there has been so much dilly-dallying and shiftiness in the matter, will not make the position of Sir Henry any the more comfortable for the time. But as his record shows he is not the man to worry him in carrying out his work that lies before him. He is already made a great name as a railway expert in face of a somewhat considerable amount of early opposition, and he has been honored with the work he achieved during the

It will be readily admitted that in securing the services of Sir Henry Morton as head of the Canadian National Lines, Mr. King has at last found a man of great attainments to undertake the task of making a success of the Government-controlled system. Sir Henry fortunately has thorough knowledge not only of railroad conditions of Great Britain but also of the United States. There is, therefore, every reason to expect that with him a thoroughly

owner railway systems were so passed under Government control, he was brought into intimate touch with the Transportation Department of the British Government. In 1917, therefore, he was made Deputy Director of Inland Waterways and Docks, and in 1918 he was appointed Assistant Director-General of Movements and Railways, with a temporary rank of Brigadier-General. In 1919 he was chosen to be Inspector-General of Transportation, with a rise in temporary rank to Major-General. In the same year he was 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 1918, and, in 1920, France honored him by granting him the high honor of the Legion of Honor.

That the country has obtained a man of recognized and undoubted ability as head of its railway system is, therefore, evident. Those who were not acquainted with Sir

the enemies of those nation 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 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.

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

Canadian Board of Directors at the head of the lines, the failure of the Grand Trunk management, which located in the Old Country will be repeated.

Something about the new President of the Canadian National lines will be of interest to those who are acquainted with his experience and record. He is being brought into the Great Eastern Railway of Britain, one of the largest and organised and managed of all lines in that country. That appointment he received in 1914, and

Henry Thornton's record both in the United States and Great Britain, can easily be excused for, at first, fearing that he was unfamiliar with the different conditions which exist between the railways of Great Britain and Canada. That fear has been shown to be groundless. If he could control the great organization of the Great Eastern Railway, with its compact and yet complex ramifications, such as especially exist around the British Metropolis, and also its Continental shipping lines, and if he can adopt the best methods of operation of the

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 sentiment Canada is an integral part of the great British Empire. Great Britain recognizes

two varying methods of Britain and the States to the needs of the Canadian roads, there is no doubt that Sir Henry is one of the most likely men to place 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 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 ever 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 Imperial Parliament and that the announcement of such a step, should it ever be taken, could only be made by Imperial order.

It has been urged that there is no real political unity where there is no final authority. To such a claim, the

of them who are well known, the final unity of any state, is to be found in the will of the people which determines the instrument of political power.

... has been cleared up, the railways 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

is the real meaning of the term "national status" and as 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 United States opinion. It is a well-balanced resume of the position and in his 1-4.

question, but there is, perhaps, nothing 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 system becoming estranged, and in this latter frank-  
ly states that the O.B.U. has proved to be an entire failure, and, though he still believes in its revolutionary aims, he thinks these must be gained by other methods."

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 recruit. At one time the membership ran up to forty-five thousand, but he says that "time has shown that the accession to our ranks was only a temporary mani-

10. *Chlorophytum comosum* (L.) Willd. (Figure 10)

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