

SUCCESS OF KINGS AND COMMONERS IS GOVERNED BY SAME HIGH STANDARD OF CHARACTER, SAYS REVEREND SPEAKER

"The Marks of Sovereignty" Subject of Annual Baccalaureate Sermon Given by Rev. George Telford to U. N. B. Graduates

CHARACTER PRIMARY FACTOR IN LIFE

"The success that kings and common mortals may attain is governed by the same character standards. Conditions may be vastly different in each case but the criterion to be applied is a character test—for it is by character that commoners and monarchs stand or fall." The declaration was made by Rev. George Telford, M.A., B.D., in the annual Baccalaureate sermon delivered to the 1937 graduating class of the University of New Brunswick in St. Paul's United Church here yesterday morning.

"The Marks of Sovereignty" was the subject of the inspiring discourse in which the speaker urged the graduates to "face and settle the question of sovereignty—who is to have dominion over our souls."

"Amongst all the problems that vex men's souls today, a primary one is that of sovereignty," continued Rev. Mr. Telford. "What authority is there to which supreme allegiance can be given?" he asked. The speaker pointed out that in the realm of state it was a question which brought revolution and bloodshed, referring to the establishment of dictatorships in many countries and the world-wide armament race which, he said, "planted unsleeping fear in the human heart."

Has Meant

So far as the British nations are concerned, asserted the speaker, a large measure of stability has been won. The limited constitutional monarchy under which the people of the British Empire live has met the test of need and experience with reasonable success, Rev. Mr. Telford said. He referred to the crisis caused by the abdication of former King Edward VIII, pointing out that crisis illumined the conviction in the heart of the people the conviction that "sovereignty of character is the fundamental thing."

Is Primary Factor

Since character is the primary factor in life, it demands primary consideration, said the speaker. Continuing, he said: "When we examine it

we find that within the domain of character itself the problem of sovereignty has to be met and solved. King and commoner alike have to settle the question of supremacy within the individual thought world. Who or what is king there? Who is the reigning absolute monarch of will and conscience? Who or what rules in the inner councils of life where desires, fears, aspirations, ideals, loyalties, and doubts desire to be heard? What is the final court of appeal in questions of human conduct? When motives are in dispute which wins the day?

"The King must decide whether the normal desires for private happiness shall have precedence over his duty to the state. There is no doubt that His Majesty has long ago sub-

mitted himself to the sovereignty of duty, and that like his royal father he will subordinate his private desires to the claims of his high and exacting office. Young men and women equipped with the training that modern education provides going out to find a place in the world, must settle this question of sovereignty within their own character. Finding a useful place in the economic world is of pressing importance but of more vital and lasting importance still is the management of our lives."

An Inescapable Necessity

Referring to success, the speaker described it as being dependent upon the moral and spiritual authority to which allegiance is given. "Our master thought and master motive make us what we are. Our whole life is governed by the central authority and it is inescapable necessity to decide what authority shall be," Rev. Mr. Telford further said.

The problem is a spiritual one, the speaker pointed out, asserting that it can only be solved by the inner purification and direction of the soul through faith in God. Humanism in its various forms has been saying that man is quite sufficient for himself with recourse to anything super-human or divine, recounted the speaker, who contended that during the time humanism has been insisting most strongly on man's self sufficiency there has been a wide-spread breakdown in morals. He stressed the necessity of a return to resolute and unspoken faith in ideals, in moral and religious forces, and a determination to make honor, justice, goodwill and regard for the general welfare the dominant consideration. "We need a God to Whom we will give not only formal recognition but the very recognition of our souls," he added.

The speaker dealt at length with the part played by the Christian church in "lifting up Christ before the eyes of men as the supreme spiritual authority for human conduct and as representative of God, The Sovereign of the universe." Further, he said that when Christ wins the allegiance of a man or woman, He begins to transform life at its centre, placing a restlessness in the heart that cannot be abated until all life is lifted to a serene level of Christian brotherhood.

Allegiance to Christ demands service, Rev. Mr. Telford told the students. He referred to the king and queen whom, he said, are a high example to the nation in their devotion to the welfare of others. Theirs is no easy task, he continued, stating that "it is truly a fierce white light that beats upon a throne." They need the support of a high idealism in the heart that cannot be abated until all life is lifted to a serene level of Christian brotherhood.

In closing, the speaker referred to the means of service which is available to the youth of today. No generation of youth has been richer in opportunities for learning and preparing itself for life; no generation has found a more thrilling and challenging world, he declared. "Everything depends upon our facing and settling the question of sovereignty," concluded the speaker, quoting the immortal lines:

"Captain of my soul, lead on;
I follow Thee, come dark or dawn.
Only vouchsafe three things I crave
Where terror stalks, help me be brave;
Where righteous ones can scarce endure
The siren call, help me be pure;
Where vows grow dim, and men dare do
What once they scorned, help me be true."

flying bridge, watched a mark, Conte di Savoia, and two arrows on the superstructure of the pier. Slowly the arrows came even with the window through which he was looking, and the Conte di Savoia was docked. It had taken a little more than forty minutes.

Commander Lena hastened in from the drizzle on the flying bridge, courteously thanked the pilots, shook hands with each, nodded to the reporter and was gone.

His job was not done. He rushed down to the main lounge to act as the perfect host bidding his passengers good luck and godspeed.

Mr. Prime went back to his tug. What training does a river pilot need? Probably not as much training as experience, experience with the varying conditions of New York's harbor. It takes nearly ten years on board the tug boats before a man is deemed experienced enough to be entrusted with the responsibility of docking a liner.

The profession is comparatively new, for prior to the world war the captains of the liners supervised the docking alone.

The extent to which the responsibility of docking a liner is shifted to the pilot depends upon the line and the captain of the liner.

Some captains, considering the pilots better suited than themselves to deal with the tides and winds of the Hudson, turn over the entire responsibility. Mr. Prime and Commander Lena shared the task.

CORONATION DECORATIONS ON C. P. R. HOTELS ARE FROM COAST TO COAST

McAdam Junction Will Be Amongst the Leading Stations Decorated

MONTREAL, May 10—Coronation decorations are completed on most of the stations, hotels and offices of the Canadian Pacific Railway are probably the most extensive in the company's history. Visible loyalty to the Crown, with which the company has been closely associated through its history, will be shown by a far-flung system of royal decorations from coast to coast in Canada, and extending beyond the borders of the Dominion to the ships on the Atlantic and Pacific Oceans and Branch Offices in the United States and overseas countries.

The Canadian Pacific Railway has been closely associated with the Royal Family through the years, but with no members of it more closely than with George VI. His Majesty has travelled on company trains and has patronized company hotels. The Royal York Hotel at Toronto is named after him. The R.M.S. Duchess of York, which was sponsored by and named after Her Majesty, carries an autographed picture of the King and Queen.

Consideration of all this lent added enthusiasm to the Canadian Pacific Railway's Coronation decoration plans. Commencing at Windsor Station, Montreal, the company's headquarters, the decorative scheme spreads out to embrace office buildings, station and city offices. Scarcely a flag station will be without flag or bunting of some kind on Coronation Day, May 12.

The concourse of Windsor Station is gay with flags, drapes, bunting, banners, crests, royal monograms, and pictures of Their Majesties. They say their loyal message as plainly as the printed banners at either end of the big concourse, reading "God Save the King." Of special interest is a case containing realistic models of the insignia to be used at the Coronation, including the Imperial State Crown, the Crown of England, the Sword of State, the Jewelled Sword of State, the King's Royal Sceptre, and the King's Orb. The exterior of the station will also be decorated with a tasteful display of flags, bunting, and banners. Other buildings decorated in Montreal include the express, telegraphs, and steamships buildings, Park Avenue station and Place Viger Station.

Company hotels to be decorated include the Cornwallis Inn at Kentville, Chateau Frontenac at Quebec City, Royal York at Toronto, Royal Alexandra at Winnipeg, Hotel Saskatchewan at Regina, the Palliser at Calgary, Hotel Vancouver at Vancouver, and Empress at Victoria.

Additional points in Canada for which the Canadian Pacific Railway is planning decorations include stations at McAdam, N. B.; Sherbrooke, Farnham, Quebec City, and Three Rivers in Quebec; Smith's Falls, Peterboro, Kingston, London, North Bay, Sudbury, Chapeau, Scheiber, Port Arthur, Fort William, and Kenora, in

Ontario; Winnipeg and Brandon in Manitoba; Regina, Moose Jaw, Swift Current, Saskatoon and Yorkton in Saskatchewan; Medicine Hat, Calgary, Edmonton and Lethbridge in Alberta; and Revelstoke, Kamloops, Penticton, Nelson, Cranbrook, Vancouver, Victoria and Nanaimo in British Columbia. Office buildings to be decorated in addition to those at Montreal include Saint John, N. B., Toronto, Hamilton, Windsor, Winnipeg, Regina, Calgary, Saskatoon, Edmonton Vancouver and Victoria. The company's docks will be decorated at Vancouver and Union Stations will be jointly decorated by the two companies.

Window displays have been forwarded from Montreal for ticket, telegraph and express office windows. Ships at sea will be dressed rainbow style, with multicolored flags from stem to stern. On Coronation Day special souvenir menus will be used in dining rooms in all the company's hotels, trains and ships.

Lower Prince William

LOWER PRINCE WILLIAM, May 8—We are having very pleasant weather lately and several farmers are busy ploughing.

Mrs. Luke Kelly entertained our Missionary Aid and Circle last Thursday afternoon. A goodly number were present and the afternoon was greatly enjoyed. Mrs. Harold Kitchen conducted the meeting which was both interesting and profitable. Among the visitors present were Mrs. Otto Rosborough and Miss Georgie Rosborough from the Upper Aid. At the close of the business session a delicious supper was served by the hostess assisted by her daughter Mrs. W. A. McKenzie.

The B.Y.P.U. repeated their play Chizat Cottage last Thursday night at the Ormocote Hall, and proved very successful. The specialties consisted of songs, violin music and recitations. The young people of the cast greatly appreciate the services of Lorne Saunders for his part in directing the play. The sum of \$19 was realized.

The members of Agricultural Society No. 38 held a well attended business meeting in their hall on Thursday evening.

Miss Mazie Ferguson is spending the week end with her sister Mrs. B. F. Porter.

Edward Parker who has been in the lumber woods near Saint John for the last six months, returned home Wednesday.

NEW YORK, May 8—Harry L. Cort, 44, theatrical producer and writer, died yesterday. He was born in Seattle, Wash., a son of the late John Cort, producer and theatre owner.

With George Goddard, Cort, Jr., write such musical comedy hits as "Listen, Lester," "Jim Jam Jems," "Sharlee" and "China Rose."

MRS. BALDWIN WILL PLANT A TREE

(By JUDITH ROBINSON)
Mrs. Stanley Baldwin will plant a Coronation walnut tree on Magna Carta Island on June 23. The band of the Grenadier Guards will play in the gardens. Tickets, price, five shillings (including light refreshments), in aid of the Safer Motherhood Campaign.—The Times.

Not until now has this reporter longed to be in England for the Coronation season. Not until now has the press revealed all that a person is going to miss, not being there. Until now it has concentrated upon crowns, robes and coronets, pomp and circumstance, heralds, pursuivants, crowds and kings at arms, gold coaches, foreign dignitaries, and Mr. Mackenzie opening Chelsea Bridge. And these things are things that can be seen in a color film as well as in person, and with a lot less footwork.

But now all is changed. One news item, the one reprinted above from the London Times, has changed it. For there are functions that no color film can do justice to. There are sights that must be seen firsthand to be appreciated at their true worth. There are events whose symbolism is too deep to be caught by the camera lens. There are things that come to pass in England, that can fill a watcher's heart with laughter and delight. Mrs. Stanley Baldwin celebrating the signing of the Magna Carta (and the birthday of H.R.H. the Duke of Windsor) by planting a walnut tree on Magna Carta Island in aid of the Safer Motherhood Campaign while the Grenadier Guards Band plays music in the garden and five-shilling-ticket holders eat light refreshments, is one of them.

They were a tough lot, if the stories can be believed, the barons who picketed Windsor Castle from June 14 to June 23, 1215, demanding recognition of their union. And they had a tough employer to deal with in King John. Nobody trusted anybody any further than he could see him. Which is why everybody agreed to do the negotiating on a bare, swampish little island opposite Runnymede in mid-Thames. It lacked amenities. Nobody for instance, could supply a private vault with long-distance telephone connections for the use of a foreign agitator from Rome named Stephen Langton. But every man there could see all round his head when he felt the need to watch out for it. And that was something, in A.D. 1215.

So they all came to the island every morning for ten days, to bully and scheme for advantage; slippery arrogant King against wily arrogant barons; with the chief union organizer, Robert Fitzwalter, doing most of the talking. And in the end John signed the union agreement — full right to organize, no discrimination, blacklegs discharged, fines remitted and everything. He signed it because he was outbullied. He even gave in or pretended to, and let the barons appoint 24 shop stewards to make sure that he kept his bargain. After that the barons picked a union committee of 58 just to see that the 24 shop stewards didn't do any double-crossing.

If You're Told to "Alkalize" Try This Remarkable "Phillips" Way Thousands are Adopting



On every side today people are being urged to alkalize the stomach. And thus cause symptoms of "acid indigestion," nausea and stomach upsets.

To gain quick alkalization, just do this: Take two teaspoons of PHILLIPS' MILK OF MAGNESIA 30 minutes after eating. OR take two Phillips' Milk of Magnesia Tablets, which have the same antacid effect.

Relief comes almost at once—usually in a few minutes. Nausea, "gas"—fullness after eating and "acid indigestion" pains leave. You feel like a new person.

Try this way. You'll be surprised at results. Get either the liquid "Phillips" or the remarkable, new Phillips' Milk of Magnesia Tablets. Delightful to take and easy to carry with you. Only 25¢ a box at all drug stores.



By that time it was the twenty-third of June and everybody came away from Runnymede. The King went cursing through the woods back to his royal castle of Windsor to plan the quickest and safest way to break the union and the agreement. The barons went thumping and quarrelling down to London to celebrate the union's victory.

And that's the rough and tough historic occasion that Mrs. Stanley Baldwin is going to commemorate when June 23 comes around again, by planting a Coronation walnut tree on Magna Carta Island, in aid of the Safer Motherhood Campaign. Nobody but the English could think of it.

And the Duke of Windsor's birthday being June 23, too, makes it so much more symbolical and nice for Mrs. Baldwin.

If you need more Coronation news to make you happy, there's this, and it's official; the wording is evidence of its officialness:

All troops on parade on Coronation Day will be given two lumps of sugar as a stimulant and support during the long hours of duty. In addition the troops who line the route will be issued with a haversack ration from lorries during the morning. This will consist of a cheese roll, chocolate, a rock cake and two apples.

TWO PILOTS ON BIG LINER JOBS

It Takes an Extra Man to Put Luxury Ship Into Berths Here Without Damage

NEW YORK, May 7—Whenever an ocean liner approaches her pier in New York harbor, a man from one of the tugboats hovering near boards and makes his way to the bridge. He is the river pilot, not to be confused with the Sandy Hook pilot, and his job is to assist the captain in warping the liner into her berth.

He might be termed a technical adviser to the captain, or he might just as well be known as the middleman between tugboats and liners. With police whistle and commanding gestures, he directs the concerted manoeuvring of the brood of fretting tugs which finally bring the liners to dock.

Precision of movement insures the safe docking of each liner. Its importance is best illustrated by the damage which may result from a shoddy bit of manoeuvring. A slight miscalculation, an error in judgment of a mistaken signal and 50,000 tons of dock-crushing luxury liner may be started moving ever so slightly in the wrong direction. Fifty thousand tons gently nudging a pier will invariably cost the owners of the liner thousands of dollars, not only for removing nicks and buckled plates from the hull, but also for coaxing the pier back to where it was.

The Rex, 50,000 ton liner of the Italian Line, merely brushed her pier in passing out into the river recently. The line spent \$10,000 getting things ship-shape again. Some one had misjudged the strength of the wind.

Fifty thousand tons moving a bare tenth of a mile an hour and striking an immovable object will move on with the force of your automobile going 500 miles an hour. It can readily be seen then that easing a liner into a berth in the North River is a task of some ticklishness.

A Sun reporter, going out into the moist gray mist of the Hudson on Thursday to observe the docking of the Italian liner Conte di Savoia from the bridge, learned of river pilots from Hubert M. Prime, captain of the tug Frederick Messeck, a river pilot in his own right who assisted Commander Antonio Lena to dock the Conte.

The posted arrival of the Conte was 9 a.m. but the reporter, arriving at Pier 96 at the foot of Fifty-second street at a little after 7 o'clock, had missed Mr. Prime's tug. He was picked up from the end of the pier by a tug captained by Walter Clark, was taken out to midstream and transferred to the Frederick Messeck and then, with Mr. Prime, boarded the Conte di Savoia.

The river was choppy, the weather gray. The Conte di Savoia appeared out of the mist, like a ghost ship. She was moving fast, but as she drew abreast of the tug she lost her speed. The two drew together. Water splash high into the air in the space between their hulls. The reporter prepared for a drenching but luck held

and the perilous climb up a dangling rope ladder was uneventful.

The bridge of the Conte di Savoia, which is rated one of the most beautifully designed ships afloat, is like the tapered wings of a gull swinging back gracefully on each side of the pilot house to the flying bridge, overhanging ends from where nearly the entire length of the ship can be seen.

Capt. John B. Swainson, the Sandy Hook pilot, his job done, lounged about the commodious pilot house. Five men stood silently at their stations, one at the binnacle, one each at the two engine room telegraphs and two in either corner of the pilot house ready to do Commander Lena's bidding.

The commander himself stood in the centre of the bridge looking out into the haze, smoking a cigarette, and conferring with Mr. Prime. None of the men except Capt. Swainson was large. The Conte di Savoia's crew is made up of small, trim Italians. Commander Lena was in rubber boots. His face, like those of the other men on the bridge, was set, intent on the business at hand.

Mr. Prime, a small, strong-faced man, began mustering his tugs. "We've got only two here. This wind's kept them out. We'll have to wait for a while. Wind's downstream. Strong tide coming in. But it isn't as strong as the wind."

As the tugs began gathering from out of the mist and driving rain, the Conte di Savoia began turning athwart the stream. The reporter for a moment lost his bearings and was wondering what all those piers were doing in the middle of the Hudson River.

"We've got seven tugs, now," Mr. Prime told Commander Lena. "And here comes another. We can move straight in now."

Mr. Prime began running from one flying bridge to the other. Occasionally he blew sharp blasts on his whistle and motioned a tug to move up, back away, or stand. Commander Lena issued orders to his men in Italian. They repeated his orders and immediately a bell would clang. The man at the binnacle twirled a little handled wheel of polished brass. The men at the engine room telegraph whipped their levers back and forth.

The reporter was astounded at the speed with which the huge liner moved forward to dock. The Commander left his stand in the middle of the bridge and hastened to the flying bridge on port side. His commands were relayed by a seaman to the men at the controls.

Mr. Prime rushed to the starboard flying bridge and blew three sharp blasts. The six tugs, nuzzling up to the liner's bow like slow-moving elephants against a palace, backed away as one and stood by. The liner continued her sideward motion, slowed down and then moved forward a bit.

Commander Lena, still on the port

Dominion of Canada Conversion Loan

The Bank of Canada is authorized by the Acting Minister of Finance to receive applications to convert Dominion of Canada 5½% Victory Loan Bonds maturing December 1, 1937, into:

Twelve-Year 3¼ per cent. Bonds, due June 1, 1949
(Callable on or after June 1, 1946)

Issue Price: 99.00%
yielding approximately 3.35% to maturity.

Victory Loan Bonds accepted for conversion into the 3¼% Bonds of the new loan must have attached the final coupons due December 1, 1937, and will be valued at a price of 102.25% (the coupons due June 1, 1937, detached).

Bonds accepted for conversion will be exchanged for interim certificates of the new loan on June 1, 1937, when the resultant cash adjustments in favour of the applicants will be made.

3¼% Bonds will be dated June 1, 1937. Principal and interest will be payable in lawful money of Canada. Interest will be payable, without charge, semi-annually June 1 and December 1, at any branch in Canada of any chartered bank.

Denominations: 3¼% Bonds, \$100, \$500 and \$1,000
No part of this loan will be offered for cash subscription.

Applications may be made to the Head Office of the Bank of Canada through any branch in Canada of any chartered bank or through any recognized dealer, from whom copies of the official prospectus containing complete details of the loan may be obtained.

The application lists were opened on May 5, 1937, and will close, with or without notice, at the discretion of the Acting Minister of Finance. The Acting Minister of Finance reserves the right to limit the amount to be converted.