

"FIGHTING SAM" OF CANADA RISE OF THE DOMINION'S WAR MINISTER.

The life-work of General Sam Hughes has been the reform of the Canadian Militia. He is the maker of the present Dominion Army, which to-day is holding that glorious line around Ypres.

Like Hughes of Australia, Hughes of Canada is a great Imperialist. But Hughes of Canada is more. He is a proved and experienced soldier. The Canadian Minister of Militia is a man given to prompt decisions. When the war broke out he telegraphed to Lord Kitchener undertaking to land 10,000 Canadians at the seat of war within a fortnight. That is Hughes "all over." That half division has now become a great army.

From the very day that he came forward to guide opinion in Canada Sam Hughes impressed his arresting personality upon the people of the Dominion.

Rather more than thirty years ago the worthy folk of the Ontario town of Lindsay were informed that "Mr. Samuel Hughes," a Toronto schoolmaster, who is also an athlete, an orangeman, and a captain in the Militia, has acquired the "Warder" newspaper, and is about to embark in journalism.

Not quite without significance is it that a week later the further entertaining announcement was made: "We are asked to state that the proprietor of the 'Warder' is not Mr. Samuel Hughes, but Captain Sam Hughes."

The "Warder" instantly became a notable paper, and its circulation quadrupled. I am convinced there

never has been a journal which so accurately reflected the character of its editor and proprietor. It gave a great many shocks to numerous well-meaning, fastidious people, and it went for political timidity and Little Canadianism—how shall I put it?—"baldheaded."

Sam Hughes was an Imperialist. There were even then many stalwart Imperialists in Canada, but his Imperialism was different from most. It was a practical, full-blooded, fighting Imperialism, having a definite end in view.

You went into the office of the "Warder," and you saw a sturdily built, black-haired, black-moustached man of thirty-five or so, in regimentals, with piercing grey eyes, who brought his fist down on the table with a bang that shook the office furniture and the type cases; who told you flatly that Imperial unity meant Canada's right arm in the case of a fight, and that Canada's right arm was her Militia, and that the Militia was getting shabby, wanted overhauling and bracing up and getting into a fit state against the day when it would be needed. No wonder the editor of the "Warder" was known far and wide as "Fighting Sam."

You have no need to look at him twice to see both power and ambition for power.

You have heard of his physical prowess—he had won the running championship of Canada—of his exploits at lacrosse, at football, cricket, baseball, bicycling and rowing.

He was a good rifle-man, as became

the son of a soldier—John Hughes, of the "Royal Bengal Tiger" Regiment, the famous 67th. His great-grandfather was a Huguenot cavalry officer Polmier Buonaparte. He himself was only fifteen when he offered to become a recruit—like another hero, "perjuring his immortal soul" in the matter of age.

At eighteen had begun school teaching in a country town. "He taught us," testifies one of his pupils, "self-reliance, hatred of sham and pretence, whether in history, religion or daily life, and he taught us patriotism."

No wonder that the people of Lindsay soon began to want Sam Hughes to represent them in Parliament; but he had turned forty before he was triumphantly elected. This was in 1892, and Sir John MacDonalld had just died. Hughes' maiden speech dealt, as everybody expected it would, with Militia reform. He had the whole subject at his fingers' tips. He knew exactly what was wanted, and in fifteen minutes he made the House realize that he knew.

Patriotic Breach of Discipline.

Seven years passed. In the interval Lieutenant-Colonel Sam Hughes was in command of the 45th Battalion. His increasing Parliamentary and Militia duties had caused him two years before to relinquish the "Warder," but his voice was now heard all over the Dominion.

When the difficulties became acute in South Africa there was much ominous shaking of heads, much debate as to whether in the event of Britain being drawn into war Canada should assist. Many political leaders thought not. It would be a bad precedent. There was no affair of Canada's. There was nothing of this indecision in the utterances of the members for Victoria.

He addressed a definite offer to raise a regiment or a brigade, not to the general officer commanding in

Canada, but to the Minister of Militia, and the Secretary of State for the Colonies, who just then happened to be Mr. Chamberlain. This was considered a gross breach of discipline, for which Lieutenant-Colonel Hughes was threatened with dire pains and penalties.

A veil must be drawn over the quarrel that ensued. It ended in Colonel Hughes being relieved of his command of the 45th Battalion, being felled in his purpose of leading his men into action overseas, and to his sailing as a private passenger on board the Sardinian for South Africa.

Services in South Africa.

Once landed at Capetown, he succeeded in obtaining employment from the Imperial authorities, and was several times mentioned in dispatches. Sir Charles Warren reported that Lieutenant-Colonel Hughes had proved himself an excellent intelligence officer and leader of irregular mounted troops.

Naturally, when the Conservatives came into power in 1911 Colonel

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Complaints Regarding Clareville Wharf and Station.

(Editor Mail and Advocate)

Dear Sir.—Passengers going or coming by the S.S. Petrel and landing at Clareville must be prepared, it seems, with eyes strong enough to withstand the wiring clouds of coal dust, and feet hard enough to walk ankle-deep in coal strewn all over Clareville passenger wharf. When you step from the S.S. Petrel on the R. N. Co.'s wharf at Clareville you sink ankle deep in coal dust left there since the discharging of a coal boat, and in addition to this passengers have to make a zigzag trail up the wharf to avoid colliding with broken trolley wheels, wheel borrows, railway ties, rails and other material that obstruct their road to the dirty waiting room. The wharf is in an awful, indecent and dangerous condition for passengers travelling to and from the boat by night. It shows beyond question how much the Reid officials care for the comforts and facilities of those who have made them rich.

I am informed that the R. N. Co. have road masters appointed to look after such matters, as referred to above, but their carelessness regarding same has no equal anywhere else on the globe where railroads and passenger boats are handled. With the enormous sums of money our government have given the Reids can they not afford to appoint an extra man to have such little removed from the road of pedestrians.

The repairs done to the S.S. Petrel in erecting wash-stands, tables, etc., and the outrageous sum the Reid Ntd. Company overcharged the government and received for same, would be sufficient cash to pay an extra person to have the wharf cleaned and swept and the waiting room put in a state more healthy than it is at present. To be obliged to sit and wait in a dirty, filthy waiting room for an express train twelve hours overdue, speaks well for the Reid system of railroading and their regard to common decency.

PASSENGER.
Clareville, June 5th, 1916.



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