

MEN OF TO-DAY

A MAN OF RESPONSIBILITY

MR. T. H. ESTABROOKS, president of the Board of Trade in St. John, N.B., has one characteristic not always discernible in public men. He dislikes biographies; under which head he probably includes obituaries and autobiographies. He is an exceedingly modest man who has spent a good deal of his private business life in the merchandising of tea, but has reserved a good ample margin of usefulness for public affairs. He was born in Wicklow, Carleton County, N.B. Like many another successful business man in that province of great agricultural resources, he was brought up on a farm, in quite an old-fashioned way. There never was a farm-born New Brunswicker who when he broke away from the plough-handles and got into city life, made a failure of a public career. Mr. Estabrooks is no exception. He has succeeded in business and in public affairs because of a healthy love of both, not because of being inordinately ambitious. His education has not been of the ornate type. He has no degrees. The only place he ever got any liberal education of an academic sort was at the Sheffield Academy, which is not a university. He went into business in 1894. So far as is known he has kept out of politics, though his predilections are Liberal. Mr. Estabrooks has always given a good deal of time to public and charitable affairs. In his presidency of the Board of Trade he will have ample scope for all the surplus business energy he has. There are important problems in St. John, which should continue to be the leading city of the eastern coast on a basis of shipping and immigration. St. John has a national significance. Every little while some public man breaks out into predictions about the future of St. John. During the past ten years there have been more phantom fabrications about that city than about the most visionary city in the West. Most of these have a real basis in economics. Just how many of them get worked out into fact will depend very largely upon such bodies as the St. John Board of Trade and such men as Mr. Estabrooks.

POLITICAL BY HEREDITY

DR. Eugene Merrill Desaulniers, who was recently elected member of Parliament for the County of Chambly, Province of Quebec, is the son of the late Lieutenant-Colonel L. L. Desaulniers, a well-known physician. He was born at Yamachiche, on the 5th of November, 1868, and is a descendant of Charles Lesieur, notary, and Solicitor-General. Dr. Desaulniers attended the Christian Brothers' School in his native village and later in Montreal, and completed his studies at the Leblond de Brumath Lycee, in Montreal; was admitted to Laval University in 1891, where he obtained his degrees in 1895, with the mention "Summa cum laude." The following year he took up his residence at St. Lambert, where his medical reputation soon won over to him a large practice. Although his medical occupation left him few leisure moments, Dr. Desaulniers always took an active part in the political and municipal affairs of his county. He was elected School Commissioner and afterwards Mayor of the town of St. Lambert. In 1900 he was elected president of the Liberal Association for the county of Chambly, which post he occupied to the 23rd of February, 1909, when he was chosen Liberal candidate. He is also a director of the "Montreal Reform Club."

It may be added that the new member for Chambly comes from a family which has figured with distinction in the political history of our country. His father, Mr. Leon L. Desaulniers, represented St. Maurice County, his native place, almost successively from 1854 to 1887. His grandfather, Francois Desaulniers, was member previous to 1837 and again in 1841. Upon the return of L. J. Papineau to Canada, he resigned in favour of the "Great Patriot" who was elected member for St. Maurice. His great-grandfather, Auguste Rivard Dufresne, was the first member elected

for St. Maurice. Mr. Edmond Desaulniers, notary, brother of the new member for Chambly, is the present Mayor of the town of St. Lambert.

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MAKER OF WAYS AND MEANS

AN interesting election will be held next week in the city of Montreal for the presidency of Chambre du Commerce, the leading French-Canadian commercial organisation of the Dominion. One of the candidates for office is Mr. O. S. Perrault and he would make a worthy successor to Mr. Prefontaine, who has so successfully conducted the affairs of the association during the past year. Mr. Perrault is a big man, broad-minded, aggressive and magnetic. He has fought his way up from the position of a grocery clerk to that of a prominent capitalist. He was born in 1869 at Vacluse, L'Assomption, and when twenty years of age entered the grocery store of Messrs. Dufresne & Mongenais. After several years' experience with the largest grocery firms in Montreal he entered the service of the Imperial Tobacco Company where he has since remained. He is now managing-director of that company, the largest of its kind in the Dominion. In addition he is vice-president of the National Snuff Co. and a large stockholder in the new Quebec Light & Power Company. Perhaps his biggest success was in securing an early interest in the Black Lake asbestos deposits. When these were sold to the recently formed company he became one of the largest stockholders. In this transaction he is said to have netted a very large profit. In this undertaking he was associated with Mr. J. N. Greenshields, Mr. J. C. McCuaig and Mr. Rodolphe Forget. He has been a member of the Chambre du Commerce for a number of years and is said to be responsible for adding more new members to it than any other single individual. The membership is now 1,400. Whether Mr. Perrault is successful or not in his election he is a man of whom the public will hear more in the future.

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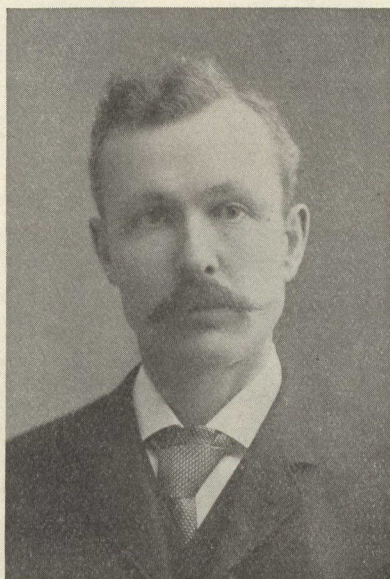
THE PERSONAL JOURNALISTS

THE Toronto *World* is engaged on a series of characteristically elephantine burlesques on the four journalists who have gone to England to study the elections. It is presumably bad form for these gentlemen to go to England. Not so long ago a gentleman very prominent in the *World* management said concerning W. F. Maclean, M.P.—who is the *World*—"My idea is that Maclean should take a trip to Europe. He should interview the crowned heads of Europe. Bryan has done the stunt. Stead has done it. Why not Maclean? He'd make a hit. That's the whole thing nowadays. Give the people something new. It's a mistake to say that personal journalism is dead. Signed articles are the thing. Let the people know who's who as well as what's what. That's the personal interest. This is an age of humanities. The cold, critical editor, as impersonal as a stoker down in a fire-hole, is out of date. We want nowadays the man who can make a noise in print that everybody will recognise as his noise, not merely the impersonal, dehumanised voice of an organ of public opinion."

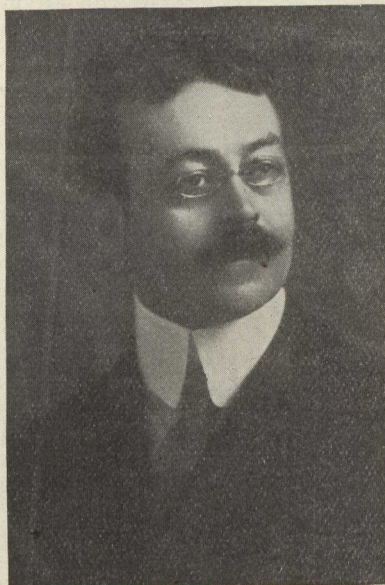
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A HUSTLING MANAGER

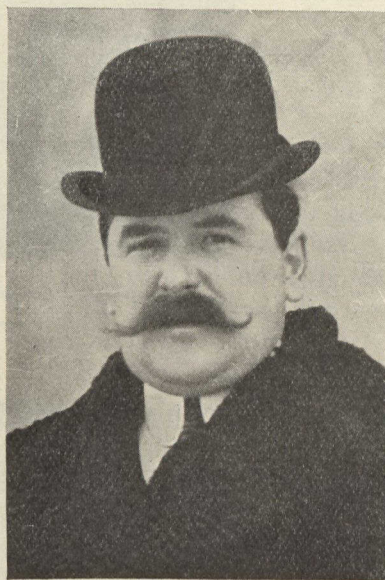
WHEN "Cap" Nicholson gets out to Vancouver, among the railway and shipping men, there will be more fun and not a bit less hustle. "Cap" will fit splendidly among those good fellows on the coast who manage the transportation business and he was a wise director who made the choice of the first manager of the Grand Trunk Pacific steamships in the Orient. "Cap" looks and talks like an American, but he was born at Belleville and is Canadian through and through. While he was rising from cabin boy to captain on the old *Magnet*, young Nicholson was busy with books—he would be a dentist, or doctor or lawyer and he actually qualified himself for a profession. But his business associates coaxed him back and the spirit of steamboat claimed him for her own. When Mr. Harry Gildersleeve went to Collingwood to reorganise the Northern Navigation Company, he sent "Cap" to Sarnia to be traffic manager. Between them they did wonders, which for enterprising Canadians is no new thing.



Mr. T. H. Estabrooks,
President Board of Trade, St. John, N.B.



Dr. Eugene Merrill-Desaulniers,
A new Member of the Quebec Legislature.



Mr. O. S. Perrault,
Managing Director of the Imperial Tobacco Co.



Mr. C. H. Nicholson,
New Sup't G.T.R. Vessels on the Pacific.