

## The St. John Standard

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ST. JOHN, N. B., THURSDAY, APRIL 3, 1913.

## MR. LEMIEUX CONVICTED.

The Hon. Rodolphe Lemieux, ex-Postmaster General, has returned to the rowdy tactics which distinguished his conduct last session when he was the victim of bad temper. His violent attack against the Hon. L. H. Pelletier, Postmaster General, over the question of the purchase of locks in the House on Tuesday night, was unsupported by documentary evidence and its only strength lay in the violence and vitriol of the language used. The exhibition was a striking example of how easy it is to insinuate. Needless to say, the charges made by the ex-Postmaster General would not hold water for a moment in a court of law and yet when they were ventilated in Parliament the party organs belonging to the Opposition raised a howl and a cry of "Graft" and "Boddy."

There is one striking sentence in the speech of Mr. Lemieux. It occurred after he had stated that he had received a letter from some person in Quebec City stating that a new lock had been patented by a mail clerk in Quebec and then sold for a small price to friends of the Postmaster General, who had in turn sold it to the Ontario Equipment Company. That company, according to Mr. Lemieux, had induced the Postmaster General to buy 350,000 locks to replace the old ones.

It is noticeable that in the speech made by Mr. Lemieux he did not accuse the Postmaster General of any crooked dealing but referred to him in the following terms: "I do not accuse the Postmaster General. His good faith was intruded on." We have there an admission from the accuser that he does not accuse the Postmaster General. He goes on to say: "His hirelings have been put on the wrong track."

Here is a species of the tactics to which the Hon. Rodolphe Lemieux has lent himself. The Liberals have a receipt all their own for a charge. They take a floating rumor and place it in their press. Then when it has rested there for a day it is brought out in Parliament. It is mixed with plenty of venom and disparaged with plenty of venom and disparaged. Mr. Lemieux and William Pugsley, who, having stirred up the whole House to a state of heat and anger, serve it up hot in the House before the admiring gaze of Messrs. Sinclair, Carvell and the rest.

Hon. Mr. Lemieux did not think that the Hon. Mr. Pelletier was to blame, then why was the charge leveled? Why did he ask for an investigation if some one responsible in the House was not in the alleged deal? If the charges were brought up in the House for another reason, other than that the ends of justice should be served, then Mr. Lemieux should feel the resentment of every honest man in the country.

No one is able to point the finger of reproach at the Hon. Mr. Pelletier. As he stated in the House of Commons, he has not made a fortune in politics. He might in justice have extended that remark and said that there were certain well known members of the Cabinet of the Laurier regime who had entered it very poor but who had left it with fortunes which would put Dives to shame. The cloak of reproach and the mantle of public guardianship sit very uneasily upon the shoulders of some people. They should first take the mote out of their own eye.

As to the defence which Mr. Pelletier made, there is little to add. Premier Borden summed up the situation very clearly when he said: "The situation is that we are following a price which was settled by Mr. Lemieux on October 15, 1907, notwithstanding his disclaimer. So far as the quantity is concerned, not one dollar can be paid out of the treasury of Canada under that contract until an order is given by the proper officers of the Department of the Postmaster General. Under these circumstances it would seem to me that the public interest has been well safeguarded by the terms of this contract."

It was a storm in a teacup which the ex-Postmaster General caused. He has not yet got accustomed to the cool shades of Opposition. Like some of his colleagues, he should understand who is ruling the country now. Premier Borden by his determined action in spurning the idea of an investigation showed that the Conservative party is now at the head of affairs and will continue to give a businesslike administration.

## THE REPUBLIC'S AMBASSADOR TO GREAT BRITAIN.

Mr. Walter H. Page has accepted the offer of President Wilson to be ambassador to Great Britain. Mr. Page is the editor of the *World's Work* and a member of Doubleday, Page and Co., publishers, a firm with a world-wide reputation. In the appointment of Mr. Page to what is regarded in the

United States as the premier position in the Republic's diplomatic service, Mr. Wilson has to some extent followed a well-established precedent. Mr. Page succeeds a long line of Ambassadors to Great Britain who have been well known throughout the world for their literary excellence.

Such names as Edward Everett, George Bancroft, John Lothrop Motley, James Russell Lowell, John Hay and Whitelaw Reid will be recalled. All were noted in the history of American letters. The Boston Transcript in noting this point, refers to the fact that Mr. Page has less political experience than many of his predecessors, but that a precedent is afforded by the success of Mr. Lowell, a former Ambassador to Great Britain, who, like Mr. Page, had edited the *Atlantic Monthly* during the period when its "fresh, sparkling runnings" enriched a wide literary area. Mr. Page came much later, but the social and official acceptability of Mr. Lowell in Great Britain is nevertheless a stimulating precedent for his latest successor.

Mr. Page was born at Cary, N. C., and now resides at Garden City, Long Island. He is fifty-eight years old and a fellow of Johns Hopkins University. He was educated at Randolph-Macon College, Va., and at Johns Hopkins University, after his graduation from the University he entered on his journalistic career. He at first turned to newspapers and was connected for various lengths of time with several of the New York dailies. In 1890 Mr. Page became editor of the *Forum*. This position he held for five years. In 1896 he went to the *Atlantic Monthly* where he remained until 1899. In 1900 he became a member of the firm of Doubleday, Page and Co. and publishers of books and the *World's Work*.

Mr. Page has been very active in the literary field. He has lectured in Brooklyn, New York, and in the South widely on magazine editorial writing, and has issued several monographs on the same line of work. He has also travelled extensively in the South, looking into the Negro problem. Mr. Page's appointment to the highest position in the diplomatic service of the United States is a distinct triumph for journalism.

## PROTECTION IN GERMANY.

The approaching centenary of the birth of Prince Bismarck recalls that he was the leader in the first battle for protection which was fought in Germany in 1879. Bismarck shaped the new policy then established, and it is in full operation today. His declared object was to increase the Government's revenue and encourage home industries.

Bismarck said he was not influenced by abstract theories, for which he cared little, but by his own observation of facts. Referring to free trade he declared that he was unwilling Germany should continue to be "the dupe of an amiable error," and a "dumping ground for the overproduction of other countries." He asked for Germany "the same market which we are now good-naturedly allowing foreigners to exploit," and asserted that England had adopted free trade only after her own industries had been so developed by protection that they were able to outstrip all others in the world.

That was thirty-four years ago, and what Germany has become industrially and commercially in the last third of a century is a wonderful example of expansion. It was Bismarck's contention that Germany could become rich only through the fostering of manufactures, the preservation of the home market and the widening of foreign trade. The policy of offering tariff concessions to other countries for mutual advantage was set in motion and has been adopted by numerous other nations. There is no free-trade party worth mentioning in Germany.

## THE LAND OF PROMISE.

The steadily increasing flow of emigration from the Old Country to Canada is pointedly emphasized in a recent issue of the *London Daily Mail*. The steamship companies, it says, report that they cannot accommodate the applicants for berths. About a hundred people are turned away disappointed every day from the offices of the Canadian Pacific Railway. This has been going on for a month past. Every third-class berth is booked up until June 10th, and the second-class until May 15th. The Allan Line is fully booked far ahead. Other lines report the same. Yet there were never so many companies, or such fine ships, catering for the Canadian passenger trade.

Four years ago 32,500 English people emigrated to Canada. Last year the total was 132,121. This year it will be probably 160,000. For every one man who left the Mother Country four years ago three are leaving now.

## DIARY OF EVENTS

MARGARET ANGLIN IS 37 YEARS OLD TODAY

Famous Canadian Actress was Born in Ottawa—Daughter of Late Hon. T. W. Anglin.



MISS MARGARET ANGLIN.

One of the most charming and talented of actresses, Miss Margaret Anglin is a daughter of Canada, and was born in Ottawa, in the Speaker's Chamber of the House of Parliament, thirty-seven years ago today. Miss Anglin's father was the Hon. Timothy Warren Anglin, long prominent in Canadian politics, and at the time of her birth, Miss Anglin was educated at Loretto Abbey, Toronto, and the Convent of the Sacred Heart, Montreal.

Having won plaudits as an amateur reader, Miss Anglin went to New York to embark on a theatrical career. After a course in a dramatic school she made her first professional appearance in "Shenandoah," at the Academy of Music in New York, in 1894. Since then she has become a star, and one of the most popular of actresses. Although she has travelled all over the world, Canada retains first place in the patriotic affections of Miss Anglin.

With her husband, Mr. Howard Hull, Miss Anglin recently toured Europe and Northern Africa, inspecting the ruins of ancient theatres at Syracuse, Carthage, Thebes, Argenti and Timgad. She viewed the scenes of the "first nights" of Sophocles, Euripides and Aeschylus, and amidst the ruins of a vanished civilization, walked the pavement hallowed by memories of the first productions of such classic gems as "Oedipus," "Orestes" and "Agamemnon."

Many other stage stars were born in Canada, including Clara Morris, now sixty-five and totally blind; May Irwin, Eva Tanguay, head-liner of the world's vaudeville, whose weekly salary runs into five figures; Julia Arthur, Hope Booth, Cathrine Proctor, Marie Dresser, Roselle Knott, Lena Ashwell, Mme. Albani, Rosa Stahl, J. H. Gilmore, James K. Hackett, William Hutchinson Clark, William Courtleigh, Percy Wiltner, son of William Winter, the great dramatic critic; Eugene Reed, Charles J. Ross, Arthur Rankin, Arthur Deagan, now playing in London; Eugene Cowles, Frazier Coulter and the Carvell brothers, Bert and Harry. Henry Miller, although born in London, spent his youth in Toronto, and made his professional premiere in a Toronto stock company production of "Macbeth."

## THE PASSING DAY.

In all the ports along the five Great Lakes, the fresh water tars who sail the inland seas are gathering for their year's work aboard "tin-cans" and schooners. The pungent incense of whaleback plug greets the nostrils of the visitor to the waterfront sections of the cities along the big ponds and his ears are assailed by a jargon of words peculiar to the sailors of the lakes.

It is in April that King Winter gives way before the onslaughts of Queen Spring and flees howling northward, leaving the lakes free to the use of those who go down to the sea in ships. "Joy Day" they call it on the lakes when the fleets sail out of port. April is a fickle month, and nowhere more so than on the inland seas that divide the States and Canada. Going blithely forth on a meek and gentle Spring day, the gentle zephyr may with scant warning develop into a hurricane that is dangerous to men and ships. The A. B. of the salt seas may laugh at the fresh water tar, but the latter faces more dangers in these April days to come than any mariner of the Atlantic dare dream of.

In the good old days of the lakes there were many sails, but now the schooners have been all but driven out by the "tin-cans," as the veteran lake sailors scornfully call the steamers. It is true that the "tin-cans" are safer than the sailing craft, but what Great Lakes tar worthy of the name cares for safety?

With the passing of the salt, the

picturesque garb of the old-time lakesmen is also on its way to the discard, and it is now possible for a steamship man to wear a "boiled shirt," high collar and derby and escape with his life.

The business of the mercantile navy of the lakes has increased in the last ten years to a point where the constantly increasing fleets can hardly keep pace with the transportation demand. Freighters bigger than any to be found on the Atlantic ply the five seas between the United States and Canadian ports. The facilities for loading and unloading are unequalled anywhere else on the globe. The sailor men, organized and belligerent, are better paid than the tars who sailed in bygone days. Fog is the bane of the lakes shipping, and many a craft has gone on the rocks or collided with another vessel at such times.

Perhaps the worst disaster in lake history was in 1860, when the Lady Elgin went down following a collision with the schooner *Augustus*. Of 295 persons on board, 287 were lost, among them Herbert Ingram, a member of the British Parliament and founder of the *Illustrated London News*. In 1852 a hundred lives were lost when the *Manistee* foundered in Lake Michigan.

These memorable disasters, however, are as nothing when compared with the total of the tolls of human life exacted by the nemesis of the lakes since the first red Indian paddled out from a trail canoe, plying his human ingenuity against wind and wave.

## THE HUMAN PROCESSION

SENATOR WILLIAM HUGHES.

William Hughes—although he prefers to be called "Bill"—will celebrate his forty-first birthday today. He is a member of the United States Senate and is the only man in that august body who carries a union labor card in his pocket. Labor is faring well at Washington these days, for Secretary Wilson, of the Department of Labor, is also a union member.

Both Wilson and Hughes were born on British soil, the Secretary in Scotland and the Senator at Drogheda, Ireland. Thomas P. Hughes, father of "Bill," was an iron moulder, as his father had been before him. When the future statesman was a mere brood of a lad, the family removed to the United States and settled in Paterson, N. J., which city the Senator still calls home.

His career as a toiler began at the age of eleven, and in his present fight on child labor, he speaks from bitter experience. At nineteen he joined a union, and ever since has been affiliated with organized labor. He toiled in factory and mill until twenty-one, when, as the result of night study, he became a court stenographer. That occupation gave him the opportunity to study law, and thirteen years ago he was admitted to the New Jersey bar.

Being an Irishman, he had a natural bend toward politics, and his great popularity among Paterson's industrial population resulted in his election to the Fifty-eighth Congress, when only thirty. He returned to the Sixtieth and Sixty-first and Sixty-second Congresses and was recently promoted to the Senate.

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"George, I wouldn't say a word to hurt your feelings for the world."  
"I admire your nerve!"—Chicago Tribune.

Touchy.

"Darling, my love for you is like the sea."  
"O let me pour it in your ears," he said.  
"My ears aren't funnels," she said.  
"And do you think I have an empty head?"

Another View.

"I see that the bachelor tax bill has been thrown out."  
"And very properly. Instead of taxing bachelors the women should pay them bounties for not making homes unhappy."

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"Is he a clever ad. writer?"  
"Very. His average is six adjectives to a sentence."

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Jack—Speaking ships, what kind of a ship is courtship?  
Tom—It's a transport, my boy.

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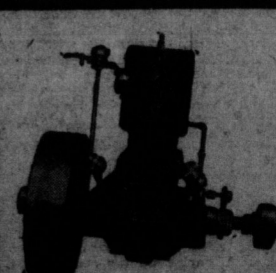
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