

# Late Hon. John Bright The Greatest Orator of the Victorian Era

JOHN BRIGHT: A Monograph by R. Barry O'Brien with a preface by the R. Honorable Augustine Birrell, M. P. London, Smith, Elder, 10s. 6d.

John Bright was the greatest political orator, both inside and outside of Parliament during the Victorian age. He narrowly escaped admission to the front rank of great men. But he was a victim of the old fallacy that you can best promote the interests of the whole community by giving free play to the self-interest (i.e. the selfishness) of its individual members. This "devil-take-the-hindmost" doctrine brought down upon Bright the curses of Kingsley, Ruskin and others. Even John Stuart Mill saw late in life that the problem of the future is how to secure the greatest individual liberty with a common ownership of the raw materials of the globe, and participation by all in the products of combined labor. This, of course, is rank Socialism. Bright, however, was a strong individualist, and regarded society not as an organism, but a collection of units for whose personal independence and liberty he was a strong advocate. It is only fair to remember, however, that his early years were spent in an age when the state was distrusted. Herbert Spencer, whom some people regard as the greatest of Victorian philosophers, opposed the Education Acts on the ground that the state had no right to interfere between parent and child. Samuel Smiles' "Self-Help" was the gospel of the young at that period. We must not, therefore, condemn Bright because he could not see further ahead than the greatest philosopher and one of the most popular authors of his time.

## TRUST THE PEOPLE.

Bright, with all his shortcomings, had great faith in the people, and he believed that by their parliamentary enfranchisement all would be well. To his credit he hated the aristocratic ruling principle, and some of the wild Socialists today who sneer at his individualism forget that he did more than any other man of his time to secure their political freedom as citizens. Mr. Barry O'Brien shows that Bright, though opposed to the Factory Acts, was a champion of the

abolition of taxes upon conscience, taxes upon knowledge, taxes upon bread. Some of his greatest speeches were delivered against the injustice of English rule in Ireland; yet he lived to oppose the Home Rule Bill. As Mr. O'Brien shows, however, Bright opposed Mr. Gladstone on this question because he thought the adoption of the principles laid down in Mr. Gladstone's Bill would involve eternal friction between the Parliament of Dublin and the Parliament of Westminster. In a privilege conversation with Mr. O'Brien, Bright ridiculed the idea that the granting of home rule would mean either religious persecution in Ireland or the separation of that country from the rest of the Empire. The days of religious persecution, he said, are over, and, as for separation, that was impossible. In an interview with Mr. O'Brien, Bright explained that Gladstone's bill did not go far enough. He thought the best clause in it was that which proposed to keep out the Irish members from Westminster. I would give Ireland, he said, "A measure of Home Rule which should never bring her Parliament into close relation with the British Parliament. She should have control over everything which by the most liberal enter-pretation could be called Irish. I would either have trust or distrust. If I had trust I would trust to the full; if I had distrust I would do nothing. But this is a halting bill. If you establish an Irish Parliament give it plenty of responsibility. Throw the Irish upon themselves. Make them forget England; let their energies be engaged in Irish party warfare; give no Irish party leader an opportunity of raising an Anti-English cry."

## NO CHURCH DOMINATION

Bright was always reverential in his treatment of religious questions, but he strongly opposed the domination of the English church in Ireland, and what he regarded as the monopoly of the Episcopal Church of England. His attack on the Bishops brought him many enemies, though Archbishop Magee was one of his admirers. On what Mr. O'Brien calls Lord John Russell's ridiculous Ecclesiastical Titles Bill Bright said:

"The noble lord at the head of the government said that he was strongly opposed to ecclesiastical influence in temporal affairs. Why, if we walk to the other House, we see twenty-four or twenty-six Bishops, and it is a remarkable fact that they always sit behind the government. When a Minister crosses the House the Bishops stay where they are; they always keep on the government side. One of these Bishops, or rather an Archbishop, has an income of £15,000 a year. I heard the noble lord, when this Archbishop was appointed state that an arrangement had been made by which the salary would be brought down to £15,000 a year and the noble lord said, with a coolness I thought inimitable, that he hoped this would be quite satisfactory. Not only, however, here, but wherever they travel, these Bishops and Archbishops are surrounded with pomp and power. A Bishop was sent lately to Jerusalem; and he did not travel like an ordinary man—he had a steam frigate to himself called the Devastation. And when he arrived within a stone's throw no doubt, of the house where an Apostle lived, in the house of Simon the Tanner, he landed under a salute of twenty-one guns."

In Bright's opinion clericalism and militarism were the enemies. Some of the finest efforts in Parliament were in the denunciation of both.

Bright was a hard hitter, but he struck straight from the shoulder and never struck below the belt. He was almost as often in opposition to the Liberals as to the Tories. After he lost his seat for Manchester, owing to his courageous attitude in opposition to the Crimean War, he was returned for Birmingham. Mr. Robert Lawe was unwise enough to taunt him with representing a place where they made dolls' eyes and heathen gods. In the course of his reply, Bright said:

"The constituency which the right hon. gentleman represents is a village in the west of England (Cerne), consisting of 174 men, seven of whom are working men; but the real constituent of the right hon. gentleman is a Member of the other House of Parliament (Lord Lansdowne), and he could send in his butler or his groom instead of the right hon. gentleman to represent the borough."

the one route the journey would be 174 miles, this was by way of Fort Churchill, whereas by way of Fort Nelson the journey was 410 miles. The question as to which place would be the terminal would of course determine the lay of the line.

## A DEBATABLE QUESTION

As to the question could Hudson's Bay provide open navigation for the year round, Dr. McCrea said: "It is a debatable question as to whether the Straits freeze over or not. One can be certain of good weather after the end of July. One can perhaps even find a way of getting into the straits and of getting out of them at the end of September, roughly speaking, for three months. In August and September there is less fog in the straits than in the Straits of Belle Isle."

"It must be said, however, that even in September and October, frequent snowstorms will make navigation troublesome."

"In summer there is considerable ice in Hudson's straits. We saw a considerable number of bergs in August. By mid-September and October we have got to a period when the harbors freeze over, and it would be necessary to keep the ports open by ice breakers to allow the carrying on of trade."

The speaker also spoke of the frequent deviations of the compass, noticeable in Hudson's Bay, which caused a serious drawback to navigation.

Still, the speaker said, it would require a brave man to say that the practical navigation of Hudson's Bay was impossible, because so many wonderful things had already been done in the engineering Mac.

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## BOURASSITE DODGE TO SCARE HABITANT

Montreal, Nov. 14.—Among the stories which are coming to light concerning the Nationalist campaign in Arthabaska, is one which is told on the authority of responsible Liberal workers in that county and is generally credited by French-speaking Liberals, however incredible it may appear to the English reader.

It is to the effect that two days or so before the election there appeared at Victoriaville a group of four men wearing badges of an official appearance, and after spending the night there the four started out in different directions in the country. Knocking at the door of a farm house, each man would produce a large note book and demanded: "How many sons have you, madam?"

To which the farmers' wife replied: "Why do you ask? I have seven but my husband is the only person with the right to vote."

"Madame, you are obliged to answer. Give us the Christian name and age of each of your sons. You know that this election is for the ratification of the Navy Bill. There are two vessels now ready and if the bill is ratified by the electors we are instructed to recruit mariners for these boats, which will immediately join the English fleet."

## FINAL NOTICE

After the 15th November 1910, the Golden Fleece Limited's Store, Queen Street, Fredericton, N. B., will be under new management. The Company requests its clients to have their accounts verified and settlement for balance arranged for with the new management.

The Company will allow 10 per cent. off all accounts if paid before the 25th inst., and 5 per cent. off if paid between the 25th inst. and 5th December.

After the 5th December 1910, all unsettled and unarranged for accounts will positively be handed to the Company's attorneys for collection, without further notice.

By Order,  
The Golden Fleece Ltd.  
B. Kay

## GUIDE FOR TRAVELLER

### INTERCOLONIAL

#### DEPARTURES.

No. 303—Mixed for Loggieville, 5.45.  
No. 317—Suburban for Gibson and Marysville, 6.15.  
No. 321—Suburban for Gibson and Marysville, 11.15.  
No. 323—Suburban for Gibson and Marysville, 16.20.  
No. 361—Express for Loggieville, Chatham, Campbellton, Quebec, Montreal, etc., 18.30.  
No. 327—Suburban for Gibson and Marysville, 18.40.  
No. 329—Suburban for Gibson and Marysville, 22.00.

#### ARRIVALS

No. 306—Suburban from Marysville 7.45.  
No. 302—Express from Loggieville, Chatham Junction, 13.20.  
No. 308—Suburban from Marysville 13.30.  
No. 304—Mixed from Loggieville and Chatham Junction, 18.15.  
No. 310—Suburban from Marysville 19.15.  
No. 316—Suburban from Marysville 21.55.

### CANADIAN PACIFIC

#### DEPARTURES.

6.20 a. m.—Express for St. John, Portland, Boston, Woodstock, etc.  
8.15 a. m.—Mixed for Woodstock and points North. Leaves St. Marys at 8.35.  
9.45 a. m.—Express for St. John and points east.  
4.30 p. m.—Mixed for Woodstock, via Gibson branch. (Daily.)  
5.45 p. m.—Express for Montreal, and Boston, Woodstock, St. Stephen, etc.  
9.00 p. m.—Express for St. John and points east.

#### ARRIVALS.

9.10 a. m.—Express from St. John and points east.  
11.40 a. m.—Mixed from Woodstock via Gibson Branch. (Daily.)  
11.50 a. m.—Express from Montreal, etc.  
7.50 p. m.—Express from St. John and points east.  
9.20 p. m.—Mixed from Woodstock, and points North.  
10.40 p. m.—Express from Boston, Portland, Woodstock, St. Stephen, etc.

### STAR LINE S. S. CO.

Steamer Victoria leaves for St. John every Monday, Wednesday and Friday at 7 o'clock a. m. Arrives on Tuesdays, Thursdays and Saturdays at 4.30 p. m.

### ST. JOHN RIVER S. S. CO.

Steamer Elaine leaves for St. John every Tuesday, Thursday and Saturday at seven o'clock. Arrives every Monday, Wednesday and Friday at 4.30 p. m.

Steamer Hampstead leaves Fredericton every week day for Gagetown at three o'clock p. m. Arrives from Gagetown at 10.30 a. m.

Stage line for Meductic and point on western side of river leaves the post office Tuesdays, Thursdays and Saturdays at 7.30 a. m.

SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Extension to Breakwater at Lorneville, N. B.," will be received at this office until 4.00 p. m., on Wednesday, November 23, 1910, for the construction of an Extension to the Breakwater at Lorneville, Reed's Point, St. John County, N. B.

Plans, specification and form of contract can be seen and forms of tender obtained at this Department and at the offices of E. T. P. Shewen, Esq., District Engineer, St. John, N. B.; Geoffrey Stead, Esq., District Engineer, Chatham, N. B., and on application to the Postmaster at Lorneville, N. B.

Persons tendering are notified that tenders will not be considered unless made on the printed forms supplied and signed with their actual signatures, stating their occupations and places of residence. In the case of firms, the actual signature, the nature of the occupation, and place of residence of each member of the firm must be given.

Each tender must be accompanied by an accepted cheque on a chartered bank, payable to the order of the Honourable the Minister of Public Works, for the sum of two thousand eight hundred (\$2,800.00) dollars, which will be forfeited if the person tendering decline to enter into a contract when called upon to do so, or fail to complete the work contracted for. If the tender be not accepted the cheque will be returned.

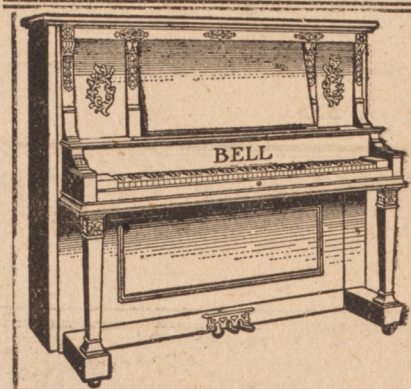
The Department does not bind itself to accept the lowest or any tender.

By order,  
R. C. DESROCHERS,  
Secretary.

Department of Public Works,  
Ottawa, October 25, 1910.  
Newspapers will not be paid for this advertisement if they insert it without authority from the Department.

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Sealed Tenders addressed to the undersigned, and endorsed "Tenders for Victuals" and accompanied by a certified cheque for 10 p. c. of the amount of the tender will be received up till noon on Wednesday, 30th November, at the Department of the Naval Service, Ottawa, for the supply of the following commodities, to be delivered at the Naval Dockyards at Halifax, N. S. and Esquimaux B. C., Beans, (haricot) Chocolate, Flour Jam, Marmalade, Meat, preserved (Corned Beef, Mutton, Brawn) Milk, condensed, Mustard, Oatmeal, Marmarowfat Peas, Split Peas, Pepper, Salt, Suet, Sugar, Vinegar, Tea, Coffee, Rice and Raisins.

The period of contract is for one year from December 1st 1910.

Forms of tenders may be had from the undersigned.

Unauthorized publication of this Notice will not be paid for.

G. J. DESBARATS,  
Deputy Minister of the Naval Service,  
Ottawa, October 25th, 1910.

CLASSIFIED ADS.  
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