

hours outside of the above-mentioned hours of attendance if required by the head or deputy-head of such department or the head of such office.

"7. Each deputy-head of a department and each head of an office in the second division shall report quarterly, or oftener if required, to the Governor in Council the record of each person in his department or office."

### The Supreme Court.

When the Supreme Court meets on Tuesday, 28th inst., the vacancy caused by the death of Chief Justice Ritchie and the elevation of Hon. Mr. Strong to chief justiceship having been filled on Saturday by the appointment of Mr. Robert Sedgewick, Q. C., deputy Minister of Justice, who was sworn in on the 21st inst., The elevation of Mr. Sedgewick to the bench will meet with the warm approval of the bar of Ontario and Nova Scotia especially; for the premature announcement of his appointment a couple of months ago had the effect, it will be remembered, of showering upon Mr. Sedgewick telegrams of congratulation from all over the country. The duties of the deputy ministership of justice will probably be discharged, temporarily at least, by Mr. Augustus Power.

### Mr. William Smith.

MR. WILLIAM SMITH, Deputy Minister of Marine, is, since the retirement of Mr. Trudeau, of the Department of Railways and Canals, the senior of those of his rank, his appointment dating from the 11th of November, 1867—nearly a quarter of a century back. During the whole of this period he has performed the duties of his office with singular judgment and ability, and under no circumstance has the least reproach been thrown upon his name for acting harshly, or through unjust favouritism, or by being misled by prospect of personal advantage. His character has stood the most severe test, and criticism the most unfavourable, for no deputy minister in the performance of his duty can escape clashing with powerful private interests, and hence by a refusal to recognize claims, which he considers he cannot with justice admit, risks an antagonism frequently not measured in the expression of its indignation.

Mr. Smith was born in Scotland on the 12th of June, 1821, so he is now in his seventy-second year. He preserves his intellectual vigour in full force, and his judgment, educated by experience never was more unimpeachable. For the last half century Mr. Smith has been engaged in similar duties to those which he now fulfils, and his ability thus tutored by a life time's knowledge of their intricacies, has made him one of the most valuable officers of the government in his own province. His retirement would be an undoubted loss. One great mark of Mr. Smith's efficiency is that we hear nothing about him. No question comes before the public of a disputed account, or of any injustice on his part in the executive discharge of his office. We read no puffs written by some amiable editor of his virtues and wonderful activity, and he is allowed unobtrusively to go on his onward course, retaining the confidence of the Minister, who for the time is his official superior—"an amurath an amurath succeeds"—who is spared the trouble of investigating any *faux pas*, and who seldom finds time publicly to say the least good word of a subordinate. The one praise of an efficient Ottawa Deputy Minister, too, is that of the time of Horace, that he escapes censure. His work, however, lives after him, and the regulations and system he establishes, remaining prove their wisdom unchanged, continues a memorial of his executive ability.

Mr. Smith's record of service is one of unvaried activity. At the age of nineteen (1840), he entered the Imperial Customs, at the usual grade; two years later, in

1842, he was appointed a second class clerk in the Custom House at Saint John's, New Brunswick, then under Imperial control. Eight years later, in 1850, he was advanced to the responsible position of Surveyor of Shipping. In 1855 he was appointed to the important office, of Controller of Customs and Navigation and Registrar of Shipping. Three years later he was named Receiver-General of Admiralty Courts. It was not simply in this technical branch of duty that Mr. Smith's ability was appealed to. Owing to great dissatisfaction being expressed against the police department of Saint John's in 1858, he was appointed a commissioner to investigate the complaints, both a troublesome and difficult duty, satisfactorily performed by him.

In 1865 an attempt was made to extend the trade with the West India Islands; a Queen's ship was placed at the disposal of a commission to visit the several centres of trade and to establish more assured relationship with the several provinces of British North America. Commissioners were selected from the several provinces, and Mr. Smith was chosen to represent New Brunswick. Some weeks were engaged in the investigation. No important result came to pass from the proceeding; but a great deal of information was obtained. The subject from time to time comes to the surface. The late Mr. Spencer Jones made it an especial study, and had he been nominated to carry out his theories much good might have been effected; but Mr. Jones was without political influence to obtain a hearing for his views, and his unfortunate death has prevented his careful investigations being brought into the services of his country. The subject has somewhat dwelt in the public attention but it is in every way worthy of consideration, and the knowledge gained by Mr. Smith during the voyage among the islands, and his powers of observation and experience in business, could yet be observed to give a practical character to this oft recurring question. It is surprising that those whose interests lie in this direction do not make some effort to bring the Dominion into more prominence in this direction. More than two centuries ago, Toler saw the possibility of a trade with the Antilles. His theory was that a vessel could be loaded with dried cod, salt salmon, smoked eels, seal and porpoise oils, planks and timber, and proceed to the West Indies, there to load with sugar for France, and return with a cargo to Canada. No such roundabout course is necessary to-day; there is no requirement for such a tortuous commerce. Our relationship can be direct, and if a proper commissioner were named to deal with the question, a practical result might be effected. That the establishment of such trade would be for a time uphill work there is no doubt, but what labour of any magnitude has not this characteristic.

On Confederation, Mr. Smith was appointed Deputy Minister of Marine and Fisheries. Some short time back, 1884, the department in our judgment was injudiciously and unnecessarily divided. No one, we consider, was more inconvenienced by this division of duty than the Minister who remained the head of the two departments. Instead of having to deal with one mind in the person of a confidential deputy, he was subjected to the contrariety of view of two persons—which must always exist—and in this case the spheres of action if not identical are cognate. Lately this arrangement has been abandoned and Mr. Smith has been restored to the position from which he should never have been displaced.

Mr. Smith was also appointed a member of the Audit Board, and in May, 1868, he was named to the Board of Civil Service. When in England on official duty, in 1875, he was instructed to confer with the Colonial Secretary and the Board of Trade on the subject of Imperial merchant shipping legislation in the design of protecting the interests of Canadian shipping. In 1876 he was engaged in a similar duty.

Those who know Mr. Smith in private life can bear testimony to his unaffected hospitality. No one better

understands the *minutiae* by which guests are set at ease, and the good taste and judgment which preside at his entertainments, need no remark in Ottawa. Even the most critical found something to praise. One of Mr. Smith's sons was a lieutenant in the navy, from which a short time back he retired. Another son is a well known gentleman in Montreal. One daughter is married in New York. Two daughters still remain admired members of the society in which they mix in this city.

Mr. Smith has before him many years of usefulness, and when the time comes to retire from the sphere in which he has been so long and so usefully engaged, it will carry with him both the public respect and the private esteem of all who in different degrees know his honourable and estimable career.

### SALMON AND SALMON FISHING.

BY CHAPMAN CHILLCOTT.

The Salmon salar, or common salmon, has often been described as the king of fishes, both for the sport he furnishes to anglers and as a delicious article of food. It is related of a certain noted French gourmand that, on being told that his end was fast approaching, he looked his medical attendant full in the face and replied to this announcement: "Hélas! je n'aurai donc plus le plaisir de goûter une cotelette de saumon?"—Alas! I shall then never again enjoy a salmon cutlet!

But to the sportsman what can compare with the delight experienced in a battle-royal with this noble fish? A good, square fight, in which all the instincts of the hooked fish to break loose and the skill and experience of the fisherman to prevent it, are employed. And so many are the mishaps which may occur to the latter that no one is even sure of his salmon until he has him on the bank of the river, some yards from the water.

It is known to most people now that salt, and not fresh, water is the salmon's native element. The latter is only sought for the purpose of procreation; and in proof of this we have the positive fact that shortly after their entry into the rivers they begin to deteriorate.

The salmon is wonderfully adapted by his shape for swiftness in the water. Observe the small head, short and tapering almost to a point from shoulder to tip of nose, and delicately rounded body sloping gracefully to the strong, powerful tail, exhibiting altogether a form that would strike the casual beholder at a glance, as one capable of great speed. The writer has seen it stated that naturalists have estimated a salmon making or entering a river 20 miles the first day.

But this certainly must be one of very easy inlets and without heavy falls or rapids, that would permit of such a distance being reached. That, where no obstacles exist, their voyage up is made in wonderfully quick running, one can easily believe, viewing the powerful structure of the fish. Indeed, it has been related by a good authority that salmon were taken near Borestown, more than 60 miles from the mouth of the Miramichi river in New Brunswick, on the second day from that on which the schools first struck into the stake nets below the tide way. But I have in my mind now one small river in Nova Scotia, where, from the foot of the first pool to the tide way in the bay, at least three hundred yards, there is a foaming torrent where the river is high enough for salmon to take it, and so great is the fatigue experienced in the climb, that they invariably rest for a considerable time on reaching the smooth water of the first pool, before continuing their course upward.

Salmon always seek the higher part of a river as spawn and the places chosen are in somewhat shallow water, where there is not a very great current, and the bottom of gravel and sand, never where there is a probability of a violent freshet sweeping away the ova; nor