

OTTAWA LETTER.

Conservatives Glad to Know Just Where Costigan Stands.

The Member of Five Conservative Cabinets, He Enjoyed the Spoils of Victory,

And Looked Well After His Own Flesh and Blood—Some Grits Do Not Welcome Him With Open Arms.

OTTAWA, May 19.—In the absence of a news yesterday, political interest centred around the interesting statement of Hon. John Costigan announcing his withdrawal from the liberal conservative party. The opposition members find in this declaration a considerable relief from embarrassment. Whatever strength Mr. Costigan brought to the party when it was in power, it can hardly be claimed that he has been of much assistance to its fortunes since June, 1896. During this session especially he has been giving the rank of his old party to the government party, and there is a natural feeling that since his hostility is to be met, it is much more convenient to have him fighting in the opposite side than to be discharging his fire in the flank of his old party. No feeling of bitterness finds expression. In his political career Mr. Costigan has not made many enemies. It was not his habit to attack political opponents, and though possibly his political associates did not always fare quite as well at his hands, it was always recognized that Mr. Costigan was not given to personal ill-feeling.

For nearly thirty years Mr. Costigan was understood to be a supporter of the conservative party. For fourteen years Mr. Costigan held a cabinet position and was at the head of a department. Whatever may be his present feelings towards the conservative leaders, he never declined office at the hands of any of them. He was a minister under Sir John A. Macdonald, Sir John Abbott, Sir John Thompson, Sir Mackenzie Bowden and Sir Charles Tupper. He was the associate of the ministers whom he now accuses of wrecking the party. Whatever high opinion even his friends may entertain of him, there is no man who doubts that Mr. Costigan would have been successful in other parts of the country. But it is the peculiarity of statesmen of his class that their influence passes away when their party loses power and they themselves are left without patronage.

Sir Charles Tupper in a public interview refers to the papers read in the house the other day by Dr. Roche, one of the members for Manitoba. In a previous letter to the Sun the full benefit was given of Mr. Costigan's statement on that occasion. It is not worth while to reopen the question further than to say that the government which has shown a considerable severity towards many officers appointed by their predecessors displayed the opposite tendencies in this particular case. Mr. H. A. Costigan has been suspended in consequence of certain irregularities. His father says that they were nothing worse, and in the absence of proof, other than Mr. Christie's statements, this view may be accepted. But it is certain that many officers appointed by the late government have been turned out of office with far less excuse than could be given for the dismissal of Mr. H. A. Costigan. Mr. Costigan was not dismissed, but was transferred to the control of the Ottawa office, and is now in the line of promotion to a higher position.

Hon. John Costigan has a son-in-law also in the public service. He was appointed about ten years ago, taking the place of another officer whose salary was \$800. That place, which is said to be not one that calls for signal ability, Mr. Armstrong still holds. But the salary is now double what it was when he took the position. It was in Mr. Costigan's department, and through generous promotion had reached a fair position in the beginning of 1896. In the memorable period when the late ministry was short-handed Mr. Costigan's son-in-law had his salary largely increased. It is said that two increases have been made by the present ministry, the last one on the eve of the New Brunswick election. And another son-in-law of Mr. Costigan was in the militia department, and got into some trouble which led to his retirement. Today he holds a very excellent position in connection with the force in the Yukon. These circumstances may not have had as much effect with Mr. Costigan as some suppose, but perhaps it would not be unfair to speak of them according to Mr. Fielding's formula, as "contributory causes" to Mr. Costigan's present attitude.

At least it is true that the present Government have treated Mr. Costigan's relatives and appointees with far greater leniency and generosity than they have shown to other members of the civil service. These particular civil servants are probably not more capable or more devoted to their duties than many who have received promotion except a promotion backwards. The circumstances are mentioned because they are themes of discussion in connection with Mr. Costigan's recent declaration. What the future may have to offer it is impossible to predict. Mr. Costigan has according to the liberal party all that he can do for it now. Whether the liberal party can do any more for him remains to be seen; also it will be interesting to observe how far the conservative portion of the element in the population with Mr. Costigan claimed to represent can be transferred by him to the grit fold.

It is also interesting to hear the remarks made by old-time liberals. One of them in conversation said that politics were after all a species of warfare, with changing fortunes. He thought that an officer in the army who had enjoyed the spoils of victory when his side won ought to be content to wait the onset of defeat. It struck this old-time liberal as a somewhat ungenerous proceeding for one who had been a sharer in the good fortune of his party when it was victorious to march over to the enemy in the hour of their victory. While he struck this old-time liberal as a somewhat ungenerous proceeding for one who had been a sharer in the good fortune of his party when it was victorious to march over to the enemy in the hour of their victory. While he struck this old-time liberal as a somewhat ungenerous proceeding for one who had been a sharer in the good fortune of his party when it was victorious to march over to the enemy in the hour of their victory.

The conservative party is not wrecked. When Mr. Costigan says it is he means nothing more than that it has been defeated. No member of the conservative party did more, according to his ability and influence than Mr. Costigan. He was the cause of defeat to his party in the school question. Whether that action was wise or unwise it was for the time disastrous. The skillful use made of the question by Sir Wilfrid and his party, their varying attitude to suit varying circumstances, was the cause of the cessation to power. The late government felt that a constitutional necessity was thrust upon them. Mr. Costigan urged that this necessity would also be attended by political advantage inasmuch as it would strike a blow at the party with the element which he particularly represented. The leaders of the conservative party have never disowned their responsibility for the course taken, though it alienated many friends. But it is a somewhat remarkable fact that Mr. Costigan should be the first prominent man to desert his late associates on account of the disaster which followed the action of which he was the most ardent advocate. It was somewhat remarkable that Mr. Costigan should be now found transferring his influence and assistance to the statesmen who attained power by attacking the measure which Mr. Costigan believed to be the chief duty of the conservative party to promote.

OTTAWA, May 19.—The ministers are not obtaining the supply from the house with undue precipitation. Mark Twain speaks of a newspaper man in Constantinople whose journal had a circulation of 15 copies. The man was asked why he printed so small a paper, and he replied that he was not a great deliberation. Opposition members are voting supplies at about the same rate of speed. The discussions are or items which are easily assailable, but it must be admitted that the immediate purpose might be served with fewer observations. The ultimate object is not announced, but perhaps it would be safe to say that the government will not get the estimates through with alacrity until something more is known of the redistribution bill. At the close of last session when two or three important bills, a number of railway subsidies and a heavy assortment of supplementary appropriations were brought down in a bunch, Mr. Foster made an announcement. He pointed out that the important legislation to be passed in the last hour, after most of the members had gone home, and declared that if he should be alive and in his place next year, this thing would not be allowed to happen. The ministers would probably hasten business for this year if they would bring down their important legislation at once. The ancient and time honored recourse of parliament is to withhold supply from government until grievances are redressed. This is also a recourse for an opposition which can only protect itself by checking the vote of supply until the intentions of government are disclosed.

It happened yesterday that the estimates before the house were open to attack. Sir Louis Davies, who is not unpopular with the opposition, and who keeps his temper well under fire, was not as explicit in his explanations as some of the members expect. He drew a glancing picture of neglected light stations and misplaced buoys. He told how ships would run ashore in the darkness, and how courses of maidens' fair, lashed to drifting masts, would be strewn from Antioch to Montreal. There were tears in his voice as he pictured the happy home which would be desolated and the scenes of horror which would be witnessed if Mr. Taylor should cut down the vote of the marine department, or reduce the price of baking powder to the heart of the tory who was hardened worse than that of the King of Egypt in olden times. He suggested that if the minister was really so concerned for human life, for the reputation of Canada, for the peace and honor and credit of the nation, he might accomplish his humane purposes by cutting down the profits on his friends' potatoes and beans. It was the two-priced grocer and not the peevish opposition who would be responsible for the scenes of carnage that were

present in Sir Louis's glowing, but morbid imagination. In their end no explanation was given of the mysterious transfer of expenditure from one department to another with the effect of increasing the outlay in one place and leaving the other where it was before.

We shall still have peas at any price, and in spite of Dr. Sproule's criticism, Sir Louis will go on buying groceries as Mr. Emmerson buys his bridges. The Doctor points out that the department of marine buys mushrooms at big prices not withstanding the fact that Mr. Fielding has placed mushroom spawn on the free list.

There was some disagreement between the minister of marine and Mr. Macdonald of his own province concerning the permanence of employment in the fishery protection service. Mr. Macdonald seems to have heard of some partisan dismissals, but Sir Louis says that he keeps all his men and employs them year after year. The dispatches have given a fair picture of the minister's proposition respecting a naval reserve. This scheme as stated in a previous letter was outlined by Sir Louis at the meeting of the British Empire League. It seems that the discussion with the imperial authorities is still going on, and there is hope that a contribution of Canadians to imperial naval defence will soon be arranged. Sir Charles Hibbert Tupper, when minister of marine, made some attempt to begin the movement to keep the Canadian fishermen and other young men trained on the sea from offering their services to the United States navy. The fishery protection cruiser constitutes a sort of navy of our own. The men on board these vessels are trained in methodical habits. They have some ideas of drill and are accustomed to neatness and to regular habits. This training naturally disposes them to withdraw from ordinary seafaring and to enter the regular service. Sir Hibbert fears that if employment is not found in winter for these young men they will enlist in the service of our neighbors. Probably before the session is over we shall hear more of this scheme for establishing training stations for mariners and the equipment of a Canadian naval reserve.

Speaking of the marine department, Sir Louis is much at sea on the lobster question. He has his report of the committee appointed to investigate the lobster trade, but has not acted upon it. Mr. McInerney, representing a constituency much interested in the lobster business, has been trying to learn what the department proposes to do. It is a problem of great interest in Kent, because the commissioners divide the county between two districts. The recommendation is that the lobster fishing be allowed to commence north of the Chockmah river early in April, but south of that stream not until the 15th of May. On the other hand, the packers in the northern district would stop in the middle of July, whereas the southern operators may continue a month longer. About the beginning of May Mr. McInerney began to ask Sir Louis whether he intended to put these recommendations into effect. The minister promised to answer in a day or two, and this promise was again renewed later, but no statement has yet been made. Meanwhile lobster killing has been going on and the Louis Davies is that no rights will be taken away this year that were formerly enjoyed.

This answer is not very instructive just now, seeing that the privileges would be lost. But there remains the interesting question whether the privileges will be conferred that have not hitherto been enjoyed. If Sir Louis adopts the recommendation, the packers in the southern district of the gulf shore will be allowed to continue operations a month longer than the present law allows. It is important for them to know whether they are to be shut out in July or in August. They want to know what contracts they can make. They want to provide themselves with tin and other materials for the extended operations if they are to be permitted. In the meantime the information desired by the public is in possession of the friends of the government an unfair discrimination exists.

In view of these circumstances Mr. McInerney has been trying to get the statement of intention from the head of the department. But Sir Louis is like King Arthur. All his mind is clouded with a doubt, and so he cannot clear up the doubts of other people.

OTTAWA, May 19.—It is probable that the further discussion of the Drummond railway bill will be reported by wire before this letter is printed, and some disclosures will be made that are not known now. One interesting feature of the proposed arrangement will perhaps be new to maritime province readers. In the traffic arrangements between the Grand Trunk and the government, the Grand Trunk gets a great bargain. On goods shipped from Ontario towns or from Chicago or any other point reached by the Grand Trunk west of Montreal to Halifax or St. John for export, the freight receipts are not to be divided between the two roads on the basis of their respective mileage. It is arranged that the Intercolonial shall be regarded as a "very much shorter line than it is." For purposes of division of the proceeds, the railway distance from Montreal to Halifax is to be called 425 miles, though as a matter of fact it is 540 miles. The distance from Montreal to St. John is to be regarded as 375 miles, whereas it is about 740 miles. This means that the government gets as its share only half the amount to which it would be entitled on the basis of mileage. In other words, the Grand Trunk gets just twice as much for carrying a ton of freight per mile as will be paid to the Intercolonial for carrying the same freight on the same trip.

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Highest in quality—a pure hand soap for laundry purposes and general uses. That word Surprise stamped on every cake guarantees the highest quality.

St. John Soap Works, St. John, N.B.

the rate per mile in order to compete with shorter roads, and the whole loss is borne by the government. Now it is well known that the rates for beef cut down toward the lowest living point. The great railways make most of their money on local and non-competitive traffic and carry on their through business with a small margin of profit. We can imagine how much the government will make on through traffic at one half the ordinary long distance rate.

Then there is another remarkable provision. It is agreed that the amount assessed to the Intercolonial as its return for through traffic from Montreal to St. John shall be no more than the rate charged by the Canadian Pacific between the same points. That is to say, the Intercolonial agrees to make rates for 740 miles equal to those made by the Canadian Pacific for 480 miles. Furthermore, the Intercolonial agrees to charge no more for freight from Montreal to St. John than the Grand Trunk charges from Montreal to Portland, a distance of 385 miles, considerably less than half the length of the Intercolonial. The rate to Halifax is to be a little higher than that to St. John. The difference is found objectionable to Halifax and the agitation there may have the effect of making a Halifax rate of 840 miles the same as the Portland rate for 293 miles. If the rates were the same to Halifax the Intercolonial would be receiving about one third as much as the Grand Trunk gets for performing the same service over a through traffic borne by the two roads.

It will be seen that the Grand Trunk has no share in the disadvantages of longer routes. It will receive as much on goods which it delivers to the Intercolonial or receives from that road as it does on traffic entirely its own. The Intercolonial will have to do its through business at half price or less. Mr. Blair must be an extraordinarily able minister if he can make the traffic pay on these terms.

The minister claims that he has done well in the office so far, but he does not seem to have done so through business for export and very little import business, so that no test has yet been applied to the value of this business as a producer of revenue for the government. It is the Intercolonial has been conducted at a much greater loss than Mr. Blair admits. He says that in the eight months ending first of March the receipts equalled the expenditure, while during the four months beginning last March and ending with July there was a deficit of \$138,000. These twelve months include the exact period in which the Drummond railway was operated with the Intercolonial, so that the first year's operation of the Intercolonial extending to Montreal results in a net deficit according to Mr. Blair's own showing of \$138,000. It is true that the minister puts in a claim of an extra expenditure during the four months from July to last year, but he states that this expenditure was made then instead of later in the year. In any case it would have been during the twelve months, and the only result of anticipating it was that the balance for the early part of this current year is better. Mr. Blair has deferred the expenditure to July and August. He would have had a deficit of \$150,000 by the first of last March, instead of an even balance. In any case he seems to have done within that particular twelve months only a fair year's maintenance work and to have accumulated a deficit as above mentioned.

It is true that the minister now tells how difficult it is to make an arrangement of that kind pay during the first year. But as was shown in a recent letter, he stated to the house when he brought down the arrangement that the first year's operation would produce a net revenue of \$200,000 instead of a deficit of half that sum. The minister is apparently half a million dollars out in his calculations for the first year. It remains to see how far out he will be when he undertakes to carry through traffic at half price.

The ministers are developing a taste for literature. While the house was in supply on Friday it was discovered from the contingent account was loaded with a considerable number of interesting books purchased by ministers for use in their offices. The parliamentary library is available for all government employees, but it seems necessary that the ministers should have some particular books constantly at their elbow. It is found, for instance, that every minister but one has bought a copy of the public expense of a work called *The Four Ours*. Sir Charles Hibbert Tupper observed when the item was under discussion, that while Sir Oliver Mowat was minister of justice his colleagues were willing to take their law from him, but the moment the law fell into the hands of the Hon. Mr. Tupper, they took their office everyone of them invested in *The Four Ours*. Sir Charles Hibbert says that many laymen have been led astray by these compendiums, which are very unreliable legal guides. He thinks it would be almost better to take legal opinions even

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It does not lie today with supporters of the late conservative leaders to attack Mr. Costigan on the ground that he was always a source of weakness to the governments of which he was a member. These premises invited him to their cabinets and kept him there. They were supposed to know their business. It was their fault if they retained in office ministers who should not occupy that position. To say that Costigan was never useful to the conservative party or to the country as a cabinet minister is to condemn four conservative administrations.

At the same time it must be recognized that Mr. Costigan was not in the ministry because of his real or assumed ability as an administrator, or his power as a statesman. He himself recognized and testified to his peculiar position in the government.

What love can compare with the tender self-sacrificing spirit of the weary, watch-worn mother by the side of her suffering little one? Such mothers take little or no account of their own weakness and weariness, but keep on until they drop. They seldom realize how completely their baby's health depends upon their own. Every mother, and every woman who expects to be a mother, ought to obtain the health-bringing, strength-creating assistance of Dr. Pierce's Favorite Prescription. It gives elastic resistance to the organs concerned in motherhood, and nourishing vitality to the special nerve-centers. Taken early during gestation, it makes motherhood perfectly safe and almost painless. It is beneficial to the child in increased constitutional vigor. It protects the mother against relapse and improves the quantity and quality of nourishment during the nursing period. It reinforces tired over-worked women at every critical stage, and heals the special diseases to which they are subject. It was designed for this express purpose by an educated physician and skilled specialist. Its use is warranted for thirty years to this particular field of practice. His thousand-part book, the "People's Medical Adviser," will be sent you for 31 one-cent stamps to pay the cost of *Shipping and mailing only*. Address, R. V. Pierce, M. D., Buffalo, N. Y.

Mrs. J. B. Clough, Box 303, Lisbon, N.Y., writes: "I have a daughter who is a fine baby four and a half months old, weighs about eighteen pounds, and is very healthy. I am sure she owes her health to your 'People's Medical Adviser.' I cannot give too much praise to your 'People's Medical Adviser.' It saved me a great deal of suffering. I got along remarkably well, this being my first baby."

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