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OTTAWA LETTER.

Government Using the Public Departments for Party Advantage.

Decision to Make Sifton Minister of Railways and Canals Caused Great Surprise in Grit Circles.

The Coming Cabinet Shuffle.

(Special Cor. of the Sun.)

OTTAWA, July 28.—The extent to which the public departments are utilized for party advantage was shown by an answer to a question put by Mr. Blair of Peel, in the house this week. J. L. Latour is postmaster of the department of public works, although goodness knows what the necessity for the office is. For this sinecure he receives a salary of \$1,000 per annum. Mr. Latour is well known throughout the province of Quebec, and when the liberal leaders in Montreal discovered that Mr. Tarte was not going to hand over his newspaper, La Patrie, to them, they had to get about getting a personal organ of their own. Accordingly Le Canada, a French liberal morning paper, was established in Montreal about three months ago. In order to work up the subscription list and to assist in putting the paper up on its feet, Mr. Latour was called from his position in the public works department and sent on the road as canvasser for Le Canada. Needless to say that he carries with him a copy of the civil service list, and the first person he calls upon on his arrival in any town or village are those who may happen to be on the federal pay list. Mr. Latour is being handsomely paid for his work, but before he would accept the position of subscription canvasser for Le Canada he insisted upon some holding down his office in the public works department, and accordingly his young son, who has barely entered into his teens, is filling the father's job until all the faithful have been approached to cash up their subscriptions for Le Canada. Young Latour up to July 1st had drawn \$300 from the public treasury, and his father is still engaged in the congenial work of squeezing the civil servants.

MONEY FOR MUSQUASH.

More to Be Distributed at Once. Meeting of the Musquash Fish Commission yesterday in the mayor's office, it was decided to distribute fifty per cent of the money remaining after the pay of all fishers equally among those who burnt out and who are ready to suffer by the Musquash fishery. The money has been received from the Government, and the committee has decided to distribute it as follows: N. St. Martin, \$100; Clarke, St. John, \$100; Lellan, St. John, \$100; Clark, St. John, \$100; Kieckhafer, \$100.

In connection with the bill to amend the fisheries act there was an interesting discussion on the subject of the use of purse seines in the waters of both the Atlantic and Pacific oceans. The bill authorizes the minister of marine and fisheries to issue licenses for pumbla waters, with a view to off setting the practice of trap net fishing pursued by the Americans near the mouth of the Fraser. It is felt that with the use of purse seines that extend the British Columbia canners will be benefited and the American trap fishermen correspondingly crippled. This provision led to a general discussion as to the merits of this kind of fishing. The Nova Scotia and P. E. Island members insisted upon one uniform law; that British Columbia fishermen should not receive the benefit of a concession which was withheld from the maritime provinces. Hon. William Ross declared that American seiners were frequenting the coast of Nova Scotia in the spring of the year with large catches of mackerel caught in this way. He thought that this method of fishing should be forbidden by both the Canadian and United States governments. Since, however, the American fishermen were permitted to use the purse seines outside of the three mile limit and frequently poached inside that limit, when not watched, Mr. Ross argued that it was a decided hardship to the Canadian fishermen not to be able to use the same method for catching mackerel within their own waters as the American fishermen used in their immediate neighborhood. Mr. Kaubiach of Lunenburg, pointed out that the use of these purse seines American fishermen were depleting Canadian waters, while the government regulations put the Canadian fisherman under a serious disadvantage. He insisted that either some arrangement should be made with the United States government, or else tardy justice done to the Canadian Atlantic fishermen by granting them the same privileges as the American fishermen enjoyed. Finally Mr. Prefontaine agreed to make representations to the American authorities, pointing out that if they insisted in loosening these destructive methods of

ishing that the Canadian government intended to do the same. That the senate shares in the general belief that the government is not sufficiently master of affairs to bring the business of parliament to a conclusion within reasonable limits, is shown by Senator Ellis' notice of motion to adjourn the upper house for two weeks on Thursday. Although this is a ready an exceptionally long session the great contentious measures which were outlined in the speech from the throne are known only to the secretive gentlemen of the cabinet. From time to time since the very opening of the session the leader of the opposition reminded the government of the duty it owes to parliament and the people of Canada. Just as often has Sir Wilfrid Laurier been compelled to admit that the government was still undecided. The resignation of Mr. Blair has cast a lurid light upon the probable reasons for this long delay. In spite of the traditional secrecy which surrounds the deliberations of the cabinet it is generally known that there is considerable dissatisfaction, almost amounting to disaffection among the ministers. Hon. Ferguson is reported to have objected very strongly to the iniquitous Grand Trunk Pacific scheme, and it is even said that he has thought of resigning rather than even tacitly consent to such an exploitation of the public resources. Those who are able to form a juster estimate of Mr. Paterson scarcely expect that he will show the courage so recently displayed by Mr. Blair. Both he and the other ministers will probably display that patriotic self-abnegation which Sir Wilfrid Laurier so highly praises in Sir Richard Cartwright and allow their principles for the sake of party and office. In spite of this the government will have a very hard job holding their followers in line on the question. The dissatisfaction in the cabinet is reflected in the outspoken disgust of many liberal members, who make no bones about it that they will be afraid to face their constituents with such a millstone tied round their necks. As the signs of disintegration in the liberal ranks become more apparent the unanimity of views which prevails among the conservatives stands out in strong relief. Mr. Borden grows stronger in the estimation of his followers as the cabinet grows weaker. His leadership is utterly unimpaired by any of the opportunities and trimmings which is such a conspicuous feature in the "policy" of the government. It is not necessary for any of his followers to imitate the ministerial self-abnegation and sink their own convictions of what is right in order to retain their place in the party.

In the meantime public business is dragging along. The government is reduced to desperate expedients to make time while they are trying to reach some conclusion as to how they will handle the situation. Even Mr. Bourassa has been brought into the session had reached its fifth month, the government actually faced the prime minister's call, however, Mr. Bourassa jumped into the breach and for two hours warred the house with an academic and useless discussion on the cabinet shuffle. However, the member for Labelle did his duty well. He succeeded in practically wasting a whole day, and so deferred the inevitable moment when the government must make up its mind upon its transcontinental railway proposition. This is causing some anxiety in the cabinet that they may have to give up the railway house, and after day drifts along with practically nothing done. It is thought that the dissident minority in the cabinet has been so long in placating, but the long delay in bringing down the subsidy resolutions, which were promised for last Monday, shows the difficulty Sir Wilfrid Laurier finds in coming to a decision. It is a matter of course that the cabinet members as well as ministers just fear means inevitable defeat to the country.

The cabinet shuffle which is to result from the accession of Mr. Blair is another source of difficulty for the already sufficiently embarrassed government. The decision to give Mr. Sifton the portfolio of railways and canals came as a great surprise to the party. When it became known that Mr. Sifton had been appointed to the interior and wanted to secure control of the great spending department of the cabinet he made great efforts to induce him to withdraw his demand. As usual, however, the young Napoleon had his way. What the cabinet has to do with the resignation of Mr. Sifton will be a matter of course. Mr. Sifton will submit to the cabinet a list of his proposals for a portfolio. It is also said that after the session a fat salaryed berth is to be found for Hon. Mr. Bernier and that Mr. Bourassa will be given his seat in the cabinet as a reward for coming to the aid of the government in the present emergency.

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every other minister, carefully noting any indication of new developments which may result disastrously to somebody. Under the circumstances the present government cannot remain as it is for any great length of time, and the public does not expect to hear further resignations announced before many months will have elapsed.

There is a perfect reign of terror existing. Sir Wilfrid Laurier, who is the nominal head of the government, is in the midst of the first crisis in his political life, and he is utterly unequal to the task of controlling the warring forces. Many staunch liberals express surprise that the leader of the party should allow himself to be so completely in the hands of the cabinet as they are, but the success which attended their efforts in driving Mr. Tarte from the cabinet gave them an unready. The resignation of Mr. Blair has cast a lurid light upon the probable reasons for this long delay. In spite of the traditional secrecy which surrounds the deliberations of the cabinet it is generally known that there is considerable dissatisfaction, almost amounting to disaffection among the ministers. Hon. Ferguson is reported to have objected very strongly to the iniquitous Grand Trunk Pacific scheme, and it is even said that he has thought of resigning rather than even tacitly consent to such an exploitation of the public resources. Those who are able to form a juster estimate of Mr. Paterson scarcely expect that he will show the courage so recently displayed by Mr. Blair. Both he and the other ministers will probably display that patriotic self-abnegation which Sir Wilfrid Laurier so highly praises in Sir Richard Cartwright and allow their principles for the sake of party and office. In spite of this the government will have a very hard job holding their followers in line on the question. The dissatisfaction in the cabinet is reflected in the outspoken disgust of many liberal members, who make no bones about it that they will be afraid to face their constituents with such a millstone tied round their necks. As the signs of disintegration in the liberal ranks become more apparent the unanimity of views which prevails among the conservatives stands out in strong relief. Mr. Borden grows stronger in the estimation of his followers as the cabinet grows weaker. His leadership is utterly unimpaired by any of the opportunities and trimmings which is such a conspicuous feature in the "policy" of the government. It is not necessary for any of his followers to imitate the ministerial self-abnegation and sink their own convictions of what is right in order to retain their place in the party.

While it is suggested that Mr. Sifton is the most likely candidate for the portfolio of railways and canals, it is also well known that among cabinet ministers there is a feeling that Manitoba's representative in the government is too tricky and treacherous to be trusted. Sifton having secured wealth by his old methods, now wants power, and he is one of those who believe that the end justifies the means. He will sacrifice his closest friends to reach his end. He wishes to reach, and he wishes his colleagues are said to have formed a defensive league, which may ultimately result in the minister of the interior retiring from the cabinet. Of course this would not be accomplished without a big fight, but as has been observed above, anything is possible today in the Laurier government. Sifton is based on the principle which underlies Tammany Hall rule, and once the minister of the interior is forced to relax his grasp to the slightest extent, it will take long to make short work of him.

While the Sutherland-Sifton element has been much in evidence during the past few weeks, it is generally conceded that the Fitzpatrick-Mulock aggregation is rapidly coming to the front. Messrs. Fitzpatrick and Mulock, like Mr. Sifton, aspire to the leadership of the liberal party, and while they are willing to join forces in order to remove others from their joint path, the final battle for supremacy between the two men would be long and bitter. Mr. Fitzpatrick is the only man from Quebec who is capable of taking over the duties of premier, and he no doubt believes that he would have the backing of the Quebec members should he offer himself to caucus for election as the chief of Canadian liberalism. On the other hand, Sir William Mulock is possessed of unlimited wealth, which he has used without stint in advancing the interests of his party in Ontario. It cost him a small fortune to defeat Hon. Geo. E. Foster, but he did it because he wished to strengthen himself with the Ontario contingent. Being one of the valiant men in the cabinet, he would naturally resent the selection of another as the head of Canadian affairs, and being like Mr. Fitzpatrick, a fighter who never gives up until every trick is exhausted, the struggle between the two will doubtless be marked by scenes even worse than those which are now disgracing our public life.

Hon. W. S. Fielding is sitting tight and saying little. A year ago the former minister was the only likely candidate as Sir Wilfrid Laurier's successor, but his chances have diminished materially within the past twelve

months. Western liberals do not want to see the maritime provinces get first plum on the government side, and Mr. Fielding will have to make a wonderful fight if he hopes to secure an office, which up to a short time ago was unanimously his. It is not known that the weakness his colleagues have developed lately can be attributed to any other cause than the ambitions of his confederates, but this is perhaps the strongest obstacle which the finance minister will have to overcome, if he wishes to become the head of his party.

What will be the outcome of this bar-garden style of government? Nobody at Ottawa would venture to form an estimate for over twenty-four hours. Each meeting of the council is attended by more complications, and before the Grand Trunk Pacific deal is disposed of, more startling announcements than those already made, may have to be chronicled. The days of the Laurier government are numbered. The very elements upon which the prime minister depended for strength are working for his overthrow. With treachery, want of confidence and personal ambition contending with the closing days of Sir Wilfrid Laurier's political career are indeed sad.

J. D. McKENNA.

MORE STEAMERS FOR ST. JOHN. New Steamer from Here to Jamaica Proposed.

(Jamaica Gleaner, July 15.) G. Eustace Burke, the popular Mayor of Kingston and zealous commercial agent of Canada in this island, leaves today on a visit to Canada, via the United States.

Mr. Burke after seeing one or two of the America's cup races, will proceed to the Dominion. It is his intention to visit such cities as St. John, N. B., Montreal, Toronto, Halifax, and Ottawa, the seat of government. The visit to the business centres of the Dominion will be made in order that Mr. Burke might interview the business men and do all in his power to improve the commercial relations between the Dominion and this island—an idea that has long been dear to his heart. He means to try all he can to impress on these business men the importance of carrying out the proposal for the establishment of a fast direct line of steamers between this island and St. John. This government has already voted an annual subsidy of \$2,500 a year towards such an undertaking; and the hope is held that the Dominion government will supplement that vote. Mr. Burke has for several years been preaching to the Canadian and local governments, continually impressing on them the vast possibilities of such a service, and that his efforts are about to be crowned with success; and it is a fitting moment he has chosen for a visit to the Dominion. He will be able to give to the Canadian government and business men information which they could hardly obtain otherwise.

Mr. Burke, when interviewed by a Gleaner reporter yesterday, was enthusiastic over the proposed steamship line and the future of trade between Canada and Jamaica.

"I hope to see something direct of service established soon," he said, "St. John is undoubtedly the best port of call on the other side. The facilities for the splendid. A large fruit trade would be bound to follow the establishment of the line. Our fruit is already well known in Canada, large imports being now made through the United States, at a disadvantage. And direct transportation would increase the demand in Canada for our fruit in the same way as it will increase the demand in Jamaica for products of the Dominion."

"Yes, there are lots of things other than bananas that might be exported if the new line materializes. There is sugar, of course, and rum, coffee, ginger, hides, pineapples, etc., all of which Canadians will be glad to get from us direct. It is only a matter of transportation. The produce is here to be shipped and there is no new market to be established. The establishment of the new line will remove the most bitter cause of complaint on the part of local importers as to high rates of freight and delay in getting goods from Canada—two principal drawbacks to better trade. The present Halifax service is good, but it is not able to take the trade to Jamaica, Bermuda and Halifax, and the voyage takes too long, besides the service is only monthly. We want a direct line added to the present service. It is a matter of course, and it is doing good work, too. But it cannot cover all the trade, and the service is not direct. There is quite enough business to keep the existing lines and the proposed line fully equipped, and four might be needed before long."

"Another thing is the tourist trade. Tourists would be able to come to Kingston direct from Canada, instead of leaving to come via Boston and New York to Port Antonio. When tourists come to Kingston they travel all over the island, but do not get to Port Antonio, which is the best of those who land at Port Antonio never go very much, if any, further."

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naal twang, the same tongue, hesitate not in their foremost and on their every political and in private conversations befitting to assert that their Starships must float over Mexico and north pole, brings me to the editorial also issue of July 8th under the "Civilized Counsel" where I replied sarcasm in reply to the journal of Civilization. It would be a delight to the heart of derer and to him at home. at the risk of taking up too your valuable time and space unstrained, as the son of a loyal and with all my heart and soul against the unspeakable all loyalists in the proposal of memorial statue in London to Washington. If in the trying our eyes he was a traitorous, for whose crime the penalty of capital punishment was one, then he is no less to our children today, and I would suggest that the United States should make such a protest of the enormity of the offence that London shall not only heed. I feel that the sons of the world over could be only to enter their protest. S. ambassador, Mr. Choate, fitting offset to such a move a statue to our sainted Queen in Washington, but nothing a fitting offset, though the approach to it would be in Washington to George the King. We should not raise his traitorous. A WANDERER.

MONEY FOR MUSQUASH.

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In connection with the bill to amend the fisheries act there was an interesting discussion on the subject of the use of purse seines in the waters of both the Atlantic and Pacific oceans. The bill authorizes the minister of marine and fisheries to issue licenses for pumbla waters, with a view to off setting the practice of trap net fishing pursued by the Americans near the mouth of the Fraser. It is felt that with the use of purse seines that extend the British Columbia canners will be benefited and the American trap fishermen correspondingly crippled. This provision led to a general discussion as to the merits of this kind of fishing. The Nova Scotia and P. E. Island members insisted upon one uniform law; that British Columbia fishermen should not receive the benefit of a concession which was withheld from the maritime provinces. Hon. William Ross declared that American seiners were frequenting the coast of Nova Scotia in the spring of the year with large catches of mackerel caught in this way. He thought that this method of fishing should be forbidden by both the Canadian and United States governments. Since, however, the American fishermen were permitted to use the purse seines outside of the three mile limit and frequently poached inside that limit, when not watched, Mr. Ross argued that it was a decided hardship to the Canadian fishermen not to be able to use the same method for catching mackerel within their own waters as the American fishermen used in their immediate neighborhood. Mr. Kaubiach of Lunenburg, pointed out that the use of these purse seines American fishermen were depleting Canadian waters, while the government regulations put the Canadian fisherman under a serious disadvantage. He insisted that either some arrangement should be made with the United States government, or else tardy justice done to the Canadian Atlantic fishermen by granting them the same privileges as the American fishermen enjoyed. Finally Mr. Prefontaine agreed to make representations to the American authorities, pointing out that if they insisted in loosening these destructive methods of

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