

IN THE SUN. A Year. A Year. 75 Cents.

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 27.—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 set 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 all who suffered by the Musquash have received sixteen per cent of their losses in cash. Later the same day the committee will distribute the remainder of the money.

- Local contributions to the fund: St. Martin's, \$4.00; Clarke, St. John, \$1.00; Lellan, St. John, \$5.00; club, per Chas. Damsy, \$1.00; Kickham, \$1.00. Total, \$14.00.

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 seamen 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 restrictive 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 to have 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 obliged 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 such anxiety in the cabinet that they have quite lost what grip they ever had upon the affairs of the house, and day after day drifts along with practically nothing done. It is thought that the dissident minority in the cabinet have been so long placated, but the long delay in bringing down the subsidy resolutions, which were promised for last Monday, shows how difficult Sir Wilfrid Laurier finds it to control his colleagues in the government members as well as ministers. Justly fear means inevitable defeat to the party whenever they dare to appeal 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 tired of the department of 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 had to do was to give Mr. Sifton the portfolio of railways and canals, and to give Mr. Blair the portfolio of interior. Mr. Sifton was to be given the portfolio of interior, and Mr. Blair the portfolio of railways and canals. This was a great relief to Mr. Sifton, who had been in the cabinet for some time, and to Mr. Blair, who had been in the cabinet for some time. The cabinet shuffle was a great relief to the party, and it was a great relief to the country.

Scapetics Turn Believers

AND ARE CURED. DR. AGNEW'S CATARRHAL POWDER A GREAT BLESSING. "When I read that Dr. Agnew's Catarrhal Powder could relieve Catarrh in 10 minutes I tried it from being convinced. I tried it a single pill through the blowers afforded relief, stopped pain over the eyes and cleared the throat. Today I am free from Catarrh." E. L. Egan's (Boston, Pa.) experience has been that of thousands of others and may be yours. DR. AGNEW'S HEART CURE SAVES LIFE. BELIEVES IN 20 MINUTES.

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 obliged 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 suggested that Mr. Sifton 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 tired of the department of 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 had to do was to give Mr. Sifton the portfolio of railways and canals, and to give Mr. Blair the portfolio of interior. Mr. Sifton was to be given the portfolio of railways and canals, and Mr. Blair the portfolio of interior. This was a great relief to Mr. Sifton, who had been in the cabinet for some time, and to Mr. Blair, who had been in the cabinet for some time. The cabinet shuffle was a great relief to the party, and it was a great relief to the country.

Troubles of Ex-Chief of Police.

COULD NOT STAND BEFORE DODD'S KIDNEY PILLS. Mr. Charles Gilchrist Had Diabetes for Years—Dodd's Kidney Pills Cured Him. PORT HOPE, Ont., July 24.—(Special)—Mr. Charles Gilchrist, Chief of Police here for fifteen years and afterwards Dominion Fishery Overseer, is always willing to add his testimony to the volume of proofs from all parts that Dodd's Kidney Pills never fail to cure any form of Kidney Disease. "I am a healthy man," says the doctor, "but could get no hope till I was advised to use Dodd's Kidney Pills. They have made me a new man." Mr. Gilchrist is getting on in years but he feels young. That's what Dodd's Kidney Pills do for a man.

months. Western liberals do not want to see the maritime provinces get the 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 antagonists 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 bargain 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, he is contented 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 directly of call on the other side. The facilities will be 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 will surely 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 employed, 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.

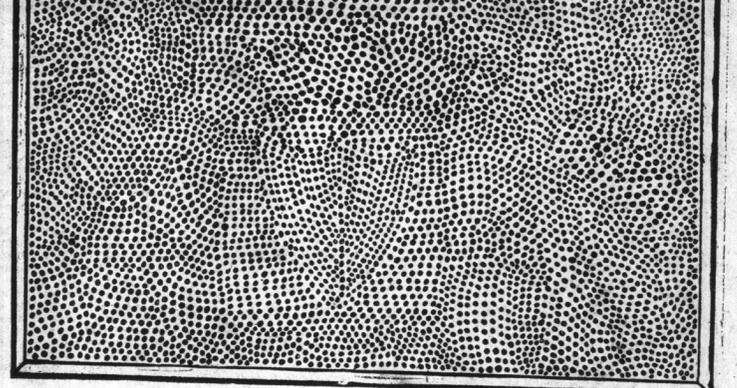
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\$125 In Cash to be Distributed. THE SEMI-WEEKLY SUN'S GREAT PRIZE OFFER.

TRY YOUR SKILL AT COUNTING.

THE SEMI-WEEKLY SUN offers its readers an opportunity to figure on one of the most celebrated and interesting puzzles which has ever been presented to newspaper readers. This puzzle has been prepared especially for the time to try your skill in counting the dots. Young and old will find it an interesting diversion. There is no trick about the puzzle, it is simply a matter of counting the dots correctly.

OUR FAMOUS DOT PUZZLE.



This Contest Closes at 8 O'clock P. M. Wednesday, August 12th.

All subscriptions sent by mail must be posted to reach this office by that time.

CONDITIONS:

Every subscriber, new or old, will be entitled to one guess on the number of dots with every dollar paid on subscription account, but one subscription must be paid in advance with the coupon. Those paying their arrears on the SEMI-WEEKLY SUN and one year in advance will be entitled to one guess for each dollar paid. If you pay two years in advance you will be entitled to two guesses, and so on. Old subscribers will be entitled to one guess for each dollar paid on the SEMI-WEEKLY SUN, but all arrears must be paid. The regular subscription price of the SEMI-WEEKLY SUN is \$1.00 per year. WHEN PAID IN ADVANCE, 75 CENTS. The label on your paper shows the time to which you have paid. You owe arrears from that date at \$1.00 per year.

ALL CASH PRIZES.

- Cash prizes amounting in the aggregate to \$125 will be awarded to the lucky participants in the Dot Contest who send in the first 25 correct or nearest correct estimates of the number of dots contained in the above diagram, as follows: First Prize \$50.00, Second Prize 25.00, Third Prize 15.00, Fourth Prize 10.00, Fifth Prize 5.00, Next Twenty Prizes \$1.00 each 20.00.

Total all prizes \$125.00

TO CONTESTANTS.

NO ONE CONNECTED WITH THE SEMI-WEEKLY SUN, not even the manager, knows the correct count of these dots, or will know until the contest closes and the answer, with diagram, is received from the postmaster. That the contest may be absolutely fair and above suspicion, all employees of the SUN and their families are barred from the contest.

THERE IS NO TRICK about the puzzle. It is absolutely a matter of skill and ingenuity. THE RESULT of the contest will be published in the SEMI-WEEKLY SUN FRIDAY, AUGUST 14th, together with the names of all the lucky contestants and the amounts THEY RECEIVE.

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