

the Cabinet led by the Hon. Mr. Tilley, from 1858 to 1865. He was also a member of a couple of delegations to Quebec in 1861-62 on the Intercolonial Railway; and again in 1864 was one of the New Brunswick representatives at the famous Conference held in the same ancient city on the subject of Confederation. In 1865, there was a general election in New Brunswick, and Confederation coming up with several local issues, the government of which he was a member was defeated, and the Hon. Messrs. Smith and Anglin came into power. The reign of the latter was of short duration however, for the following year, in April, the "Anti" Cabinet resigned, and Mr. Mitchell was called upon to form a government, in which, with the assistance of Messrs. Tilley and Wilmot, he was so far successful as to carry the Province, almost as a unit, in favour of Confederation. In this Cabinet, which remained in power until the 30th of June, 1867, Mr. Mitchell occupied the office of President of the Council. Towards the end of the summer of 1866, he went to England as one of the delegates on behalf of New Brunswick, to attend the Colonial Conference, which sat in London during the latter part of that and the early part of the following year, preparing the "British North America Act of 1867." He was one of the twelve gentlemen, representatives of New Brunswick, summoned to the Senate by the Queen's proclamation of the 23rd of May, 1867; and on the 1st of July of that year was sworn in as a member of the Queen's Privy Council for Canada, and appointed Minister of Marine and Fisheries in the first Dominion Cabinet then formed by Sir John A. Macdonald, which office he still holds.

Mr. Mitchell's career is perhaps the best testimony that can be given to his qualifications as a public man. In the commercial as well as in the political world he appears to have risen by the indomitable force of his own character. Energetic in the performance of his own duties, he is somewhat unsparing in his exactions from the hard working *employés* in his department, for many of these gentlemen, who are popularly supposed to have only to read the newspapers and smoke their meerschaums from ten to four, under the Minister of Marine and Fisheries work most laboriously, not only during office hours, but week after week have to prolong their labours until close upon midnight, or to carry work home with them to be elaborated after dinner and be ready next morning for the Minister. Nevertheless Mr. Mitchell is popular with the members of the Civil Service under his direct control. When he took charge of the department it was a new one, and required immense labour to bring it to efficiency; and he had the happy faculty of inspiring an *esprit de corps*, which gave the best results in making this important department of the Government serviceable to the public interests.

Though the quiet of the Senate Chamber, and the comparatively light parliamentary labour imposed upon a Senator, best comport with Mr. Mitchell's delicate physical constitution, it cannot be said that the Senate is the arena best adapted to his intellectual qualifications, or the one which his own taste would naturally choose. The rollicking turmoil of a warm debate in the Commons would, no doubt, be more congenial to his feelings; but such is the balance between his mental and his physical constitution that the former seems disposed to overcome the latter; and hence we conclude that the brevity and staid sobriety of the Senatorial debates, though Mr. Mitchell cannot always submit to them without apparent constraint, leave him an amount of mental energy to expend upon departmental administration, (in which he has achieved an acknowledged success) that he could hardly hope to possess were he doomed to share in the exhausting discussions of the other House, in which, if a member, his very instincts would impel him to take an active part. It is scarcely to be expected that a notice of the public career of the Hon. Mr. Mitchell would be complete without a reference to the Intercolonial Railway route. Public rumour has assigned him a large share of influence in the determination of that once vexed question. It is said that from the time it was first broached as a subject for public discussion, in November, 1867, up to June of the following year, when the selection was made, he was a most persistent advocate of the Northern route, the one which was finally chosen; and no doubt this course attributed to him, whether correctly or not, tended to estrange from him for a time, the sympathy of some of his old political allies from his own Province. But it may be presumed that in this, as in other matters, Mr. Mitchell having made up his mind to what he conceived to be the right course, was determined to carry it through; and having on his side not only the general understanding which prevailed at the time when the Quebec Conference made the railway a condition of the Union, but also the sympathy of the majority of all the Provinces, it was natural, assuming he took the ground in its favour attributed to him, that he should have succeeded. The efforts of his department towards the conservation and propagation of fish have

been very important and satisfactory in their results; but these, and the measures relating to navigation generally, and the coasting trade especially, as well as to the all-engrossing theme of protecting our deep sea fisheries from the depredations of foreign marauders, belong more properly to the history of the general policy of the Government, than to that of the gentleman for the time being at the head of a particular department; but it may readily be believed that Mr. Mitchell will hereafter bring to the effective execution of the government policy, on these important matters, the energy and administrative capacity, which already have deservedly given him an honourable rank among the public men of the Dominion.

CALENDAR FOR THE WEEK ENDING MARCH 19, 1870.

SUNDAY, March 13.—*Second Sunday in Lent.* Cranmer burnt, 1536.
 MONDAY, " 14.—Admiral Byng shot, 1757. Klopstock died, 1803.
 TUESDAY, " 15.—Julius Caesar assassinated, B. C. 44. Andrew Jackson born, 1767.
 WEDNESDAY, " 16.—Reciprocity Treaty between Canada and the United States went into operation, 1855. Duchess of Kent died, 1861.
 THURSDAY, " 17.—ST. PATRICK'S DAY.
 FRIDAY, " 18.—Princess Louisa born, 1848.
 SATURDAY, " 19.—Bishop Kerr died, 1711. Louis 18th fled from Paris, 1815. Lucknow captured, 1858.

THE CANADIAN ILLUSTRATED NEWS.

MONTREAL, SATURDAY, MARCH 12, 1870.

In our next number will be commenced the publication of an original and deeply interesting tale, illustrative of Canadian social and political life at a stirring period of the country's history.

The Government has announced its determination to abolish the system of issuing licenses to foreigners permitting them to fish in Canadian waters. The step is an important one, and has probably not been decided upon without an understanding with the Imperial Government. These fishing licenses were issued on the abrogation of the Reciprocity Treaty in 1866, when by law the privileges enjoyed by American fishermen in Provincial waters lapsed, and the Americans had no right whatever to encroach upon the fisheries of the Maritime Provinces. But it was judged that it would have been a harsh measure against the New England fishermen, whose craft and fishing apparatus had been got up mainly for this work, to have suddenly closed our waters against them; and it was also believed that the renewal of the Treaty would speedily be effected; so to prevent unnecessary derangement in the working of the fisheries, and at the same time to avoid all causes of irritation, these licenses were issued at the almost nominal rate of one dollar per ton. Only some of the Americans condescended to take out licenses, though they continued to fish as formerly, and when next year the rate was doubled, the licenses issued were fewer in number than before. During the last two seasons the complaints of the Nova Scotia fishermen have been even louder than ever. The heavy duty on Canadian fish almost closed the American markets against the Colonial fishermen, and the ruinous consequence of this state of affairs was soon evidenced in the fact that the Nova Scotians found it more profitable to transfer themselves and their property to the United States shore, whence they could come in the season to Colonial waters and gather their catch which thus entered the American market duty free. Efforts were of course made by the Canadian and Imperial authorities to prevent fishing without license, but they did not prove by any means effective; hence it has been resolved to abolish the system altogether, and at the same time give due protection to the Canadian fishermen by preventing these foreign "poachers" from entering Canadian waters.

The policy decided upon will elicit but one opinion in Canada, that of hearty approval. The decision is important not only because of the international issues to which its enforcement may give rise, but because of the savour of the spirit of retaliation with which it has been unnecessarily tainted. This fishery question is quite distinct from the tariff imposts, standing on entirely different grounds from the salt, coal and grain questions with which it is frequently mixed up. It may be doubted whether we would not lose more than we would gain by putting a duty upon American coal or grain; but it cannot be disputed that to allow the Americans to abstract the wealth of our waters, without giving any adequate return, is a sheer injustice to ourselves. The right of fishing in Canadian waters belongs, by every law, to the Canadians themselves; and, though for reciprocal advantages it may be wise for them to share this right with others, it is mere wanton waste of their

patrimony to give it away for nothing. We do not buy American coal, or flour, to oblige our neighbours, but to accommodate ourselves, and there is certainly room for doubt how far our interests will ultimately be served by taxing these articles, while with respect to the fisheries it has been quite clear from the first that the Americans, having withdrawn the consideration for their enjoyment, had nothing to expect in fairness but exclusion.

It was too grave a step, however, for the Canadian Government to have taken on its own responsibility, especially as there are Americans prepared to dispute with Great Britain as to the boundaries of the Canadian waters, and since there was even a probability that the policy decided on might raise this issue, the Imperial Government has doubtless been consulted regarding it, as it was in 1866 regarding the licensing system. The Colonial office must have been made aware through the naval officers on the North American Station how unsatisfactory the license system has worked; that in fact experience has proved it a complete failure; and that the adoption of the policy of exclusion is the only simple and effective way of rendering possible the due protection of Canadian fishermen. The way in which the Americans have disregarded the license system might perhaps give rise to the inference that they will be equally indifferent to the new regulations, and will attempt to fish in defiance of Canadian authority. This possibility is also suggestive of the necessity of Imperial sanction of, and co-operation with, the Canadian policy, as the fisheries have always been considered a likely source of serious international misunderstanding. To the extreme delicacy of the subject, and not to the want of consideration for the interests of our fishermen should be attributed the heretofore cautious action of the Government; and it may be presumed that the same caution will, as far as possible, be observed in giving effect to the new regulations. Perhaps it was unfortunate, in view of the present situation of affairs, that the license system was ever adopted; even a protest and warning off to invaders, though temporarily ineffectual in preventing the trespass, would have equally asserted the Canadian right to Canadian waters, and deprived the Americans of the excuse that the new treatment is harsher than the old. But it was adopted only temporarily and in the spirit of conciliation; those who have profited by it had ample time to prepare themselves for the assertion of the country's right to its own; and if they are not now ready to offer some equivalent concession to Canada, they will surely have no ground of complaint that for four years she has almost shut her eyes to their depredations. They should not at all events be misled into the notion that there is anything retaliatory in the contemplated measure. The country merely resumes its own because the United States have refused, and still continue to refuse, to give an equivalent for a share of it as they did under the Reciprocity Treaty. To show the great difference between this question and those relating to products affected by the tariff it is only necessary to instance the article of barley, on which the American duty is fifteen cents per bushel. Now, the American brewers have represented to Congress that this duty should be taken off; that they must have Canadian barley because of its superior quality; and that this import duty is just so much of a tax upon them. On the other hand, the advocates of the "retaliatory" policy allege that the Canadian farmer just receives fifteen cents per bushel less for his barley, because of this same duty. Both the buyer and the seller claim to pay the whole duty, showing that there must be error on one side, if not on both; but with respect to our having the sole use of our own fisheries, unless we receive a return from those whom we permit to share in them, the question is so plain that no such confusion of ideas concerning it is possible. It should, therefore, be dissociated from all connection with the retaliatory programme. It is a truly national policy, and one which the most extreme free trader cannot but heartily endorse.

SIR A. T. GALT'S POSITION.

On Friday, the 4th inst., Sir A. T. Galt read, in the House of Commons, the correspondence which had taken place between himself and His Excellency the Governor-General, respecting his views on the relations of Canada with the Empire, when the offer of knighthood was tendered him by Earl Granville, through Sir John Young. It will be seen from the tenor of Mr. Galt's letter to the Governor-General, as it might have been discovered from his speeches in parliament, that a large proportion of the press exaggerated his views concerning the independence of Canada:

(Confidential).—OTTAWA, May 15, 1869.

DEAR SIR JOHN.—I desire to offer my grateful acknowledgments to Earl Granville, for the intimation your Excellency was good enough to convey to me to-day, that Her Majesty's Government were prepared to submit my name to the Queen for the distinction of the second grade of the order of St. Michael and St. George. It will afford me the highest gratification to accept the offer so graciously made, but as I have