

Cabinet Ministers at Ottawa Hard at Work

An Economical as well as Silent Government-- Hon. W. S. Fielding is a Busy Man Even When on the Sick List--Will be Some News When Parliament Meets.

(Ross Munroe in Toronto Globe.)
Ottawa, Feb. 5.—This new Government is likely to have another descriptive adjective tagged to it unless it changes its ways. Some of its closest

est friends gave it the name of the Government of Economy. Now these same friends are seriously wondering if it should not be called the "Silent Government."

Men who have been in touch with affairs here for many years say there never was an Administration which had so little to say. Take last week as an example. The country was given a memorandum telling of sympathy with the campaign of Col. Mackie to save the starving children of the Volga region in Russia. A formal announcement was made that Parliament was to be called on March 8. Hon. Dr. King was sworn in as Minister of Public Works. A deputation of prominent Liberals from the Maritime Provinces were given a chance to air their views regarding the Intercolonial. Nothing else of any import was handed the public, beyond the ordinary political gossip and comment about patronage.

Everyone At Work.

In spite of this dearth of announcements, every department has been exceptionally busy. If the inside were known, it is likely some matters of grave importance to the whole Dominion were discussed, and perhaps future policies definitely decided upon. Not a word comes from any authoritative source in the whole Administration.

Another example may be given. Hon. W. C. Kennedy, Minister of Railways, has been going over the people's railways. Nominally his is a tour of inspection. Mr. Kennedy is not a railway man, and does not pretend to know a great deal about the technical side of that intricate business. Yet he is gleaming some facts, making some railway acquaintances, sizing up some big railway men—all of which will have a far-reaching effect on the policy of this Government regarding the biggest problem facing the new Ministry. Hon. W. S. Fielding has been sick at home most of the week. His friends say he has been about the busiest man in Ottawa, even though he is ill. And not a word about his plans. There must be a lot going on behind the scenes down at the Militia Department, where the whole defense force of Canada is to be amalgamated, but so far not a hint of the inner workings has been given out.

Parliament to Hear First.

The Premier stated some time ago that Parliament should first hear of matters of policy. At that time many persons claimed that such a proceed-

ure was impossible of fulfillment, but now they are beginning to wonder if Premier King did not mean exactly what he said, and is firm in his determination to stick to it. Such methods have decided advantages, but occasionally they give rise to suspicions and rumors which afterward turn out unwarranted. Not so long ago a call was made for the list of special boards and commissions working under the Government.

This was readily obtained, but meanwhile the news of the demand leaked out. Immediately the rumor started that the Administration was going to put a lot of them out of business as one of its first steps toward economy. The rumor persisted in Ottawa for several days. Then it was learned from an authoritative source that the list was required just to see under which Minister these commissions really worked. The Premier himself finds he is responsible to Parliament for two of these boards, concerning which he previously knew nothing. While it lasted the whole affair was a sort of tempest in a teapot. Similar occurrences are expected in the future from this silent Government.

It is pointed out in this connection that if the policy of silence is persisted in Parliament is liable to have more information given it than it can digest in one session—too many surprises as it were. The argument is put forward that the Government might take the country more or less into its confidence and pave the way for these announcements to Parliament. Premier King however is believed to think other and his experiment in what, he is satisfied, is really responsible government will be watched with more than passing interest.

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Railway News in Brief

Vancouver, B.C. — Madame Clara Butt, the famous English contralto, accompanied by Kennerley Rumford, her husband, a celebrated baritone, will start from Vancouver on February 11th, travelling over the C. P. R. in the private car "Montmorency," on a concert tour which will extend across Canada to Halifax. After completing the tour of Canada Madame Butt will visit the United States, giving concerts at New York, Boston, and other Eastern cities. The company recently completed a tour of Australia.

Winnipeg, Man. — Canadian Pacific Officers at Winnipeg tendered a complimentary luncheon to W. C. Bowles, formerly general freight agent of Western lines, but who has been promoted to be assistant freight traffic manager of Eastern lines with headquarters in Montreal. The luncheon was presided over by D. C. Coleman, Vice-President, and attended by nearly one hundred officers.

William Campbell Bowles, who is to be assistant to Mr. W. B. Lanigan, freight traffic manager, with offices at Windsor Street Station, Montreal, has ascended the long ladder to success step by step. He joined the service of the C. P. R. on December 1st, 1891, as junior clerk in the office of the general freight agent, Montreal. He continued with the following promotions: September, 1892, stenographer, same office; January, 1895, rate clerk, same office; July, 1896, correspondence clerk, same office; October, 1897, correspondence clerk, freight department, Winnipeg; July, 1899, chief clerk in the freight department, Winnipeg; May, 1903, chief clerk freight department, Calgary; January, 1905, assistant general freight agent, Calgary; March, 1905, assistant general freight agent, Vancouver; November, 1907, general freight agent, Nelson; March, 1908, general freight agent, Winnipeg; June, 1909, general freight agent, Vancouver; June, 1911, again general freight agent, Winnipeg; January 1st, 1922, promoted to be assistant freight traffic manager, Eastern lines.

Winnipeg, Man. — On his return from Montreal recently, D. C. Coleman, Vice-President of the C. P. R. Western lines, issued the following official statement regarding conditions and improvements of the company's lines west of Fort William:

"Commercial conditions as they exist at the moment have imposed on the C. P. R. as on all other business organizations, a policy of caution with respect to embarking on large expenditures on capital account. It has been decided therefore, to announce a beginning on such works only as are of an urgent character. Consideration of further expenditure including that for the construction of branch lines, has been postponed until March or April when it is hoped that the outlook will be more clear and that the indications of a steady revival in railway traffic will be more definitely apparent.

"The most important work to be undertaken at once is the building of a large ocean pier at Vancouver. This is justified by the constant growth of ocean traffic through Canadian Pacific ports. It will take approximately eighteen months to complete the work. The filling and dredging for the site has already been completed. The pier will be eight hundred feet long (with provision made for further extension later), three hundred and twenty-eight feet wide, and will carry four runway tracks to enable freight to be handled expeditiously between ship and cars. It will be equipped with the most modern facilities for handling passengers and freight.

With the construction of this pier, following on the reinforcement of the ocean fleet by the great steamships, the 'Empress of Canada' and the 'Empress of Australia,' the company is confident that it will hold the ribbon of supremacy on the Pacific. To assist in the prompt movement of traffic, mechanical coaling plants of an improved type will be erected at Eagle River, Ont., La Riviere, Man., Estevan, Sask., Swift Current, Sask., and Medicine Hat, Alta.

"The growth of the fruit traffic on Okanagan Lake justifies the building of an additional ice storage building at Okanagan Landing, B.C., and this will be undertaken at once. Automatic protection signals will be installed at Sidney, Man., and Ruby Creek, B.C.

"Water supplies at the following plants will be improved with a view to meeting the demands of increased traffic which may be expected. Rathwell, MacGregor and Wheatlands in B.C., Bredbury, Hirsch, Frys, Wayburn, Macdon, Elbow, Parkburg, Faur, Outlook and Gull Lake in Saskatchewan, Bow Island and Lundbreck in Alberta, and Elko and Cresion in British Columbia.

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PROBATE COURT

COUNTY OF YORK

In the Matter of the Estate of Herbert J. Morgan, late of the City of Fredericton, in the County of York, deceased.

To the next of kin and creditors of Herbert J. Morgan, late of the City of Fredericton, in the County of York, deceased, and all others whom it may concern.

To administrators of the above deceased having filed their accounts in this Court and asked to have the same passed and allowed;

You are hereby cited to attend, if you so desire, at the passing of same at a Court of Probate to be held in and for the County of York, on Friday, the twenty-fourth day of February, A. D. 1922, at the hour of 2.30 o'clock in the afternoon, at the office of the Judge of Probate, in the City of Fredericton, when the said accounts will be passed upon, up to and including the eleventh day of January, A. D. 1922.

Given under my hand this 28th day of January, A. D. 1922.
(Sgd.) PETER J. HUGHES,
Judge of Probate.
(Sgd.) C. L. DOUGHERTY,
Proctor.
(Sgd.) JAMES HOLLAND,
Registrar of Probates.



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