

Great Britain and the United States in relation to the Alaskan boundary disputes, although it would have been much more satisfactory to Canada had these disputes been referred to a court of arbitration, whose decision would be final, and binding on all concerned. This is what Great Britain and Canada wanted, but could not get, in consequence of the unwillingness of the United States to consent to arbitration. But to say, as has been said in some quarters, that the treaty involves any surrender of Canadian rights or claims is simply not warranted by facts. If there has been any surrender at all, so far as the treaty is concerned, it has been on the part of the Republic, in receding from the untenable position assumed by that country before the Joint High Commission, in reference to such places as Skagway and Dyea at the head waters of Lynn canal. The obtaining of a full investigation of our contentions before a commission of able jurists, no matter how biased they may be, is a decided gain to Canada. I am without hope, however, that the commission will come to any conclusion, even a compromise, that will take the question from the region of international controversy, where it threatens to create trouble between us and our neighbours, and more serious still, between our neighbours and the mother country. I don't believe that the members of the commission to be named by Canada and Great Britain will yield any rights to which Canada is justly entitled—at any rate, not without an equivalent. One thing we can all look forward to with confidence, that the rights and claims of both sides will be thoroughly investigated, and that the evidence touching the respective contentions will be placed before the civilized world, which will pronounce a judgment that neither party ought to disregard or despise. It is true, that Great Britain is very anxious for a friendly settlement of this question for imperial reasons, and Canada should be equally so for the same reasons, as the prestige and power of the empire are involved. No cause of friction that can be removed should be allowed to disturb the present friendly relations of the two great English speaking nations of the world. But it is also very important to the Republic, now assuming all the responsibilities of a great world-power, to be on good terms with the flag that rules the sea. While the im-

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perial government is naturally and properly most deeply concerned about imperial interests, there is room to hope that none of the rights of Canada will be sacrificed by the colonial office, while Mr. Chamberlain, the greatest colonial minister the empire has ever possessed, holds the seals of that office.

While, however, I think no surrender has been made by the imperial government in negotiating the terms of treaty, I must not be understood as saying that I consider no surrender has been made by the Canadian government in agreeing to the provisional Alaskan boundary, which now regulates the intercourse of both nations. That provisional boundary never should have been assented to by Canada, for it gives the United States all they want until a permanent boundary is fixed, and therefore if the commissioners do not give them all they claim, their 'impartial jurists' will agree to no finding, and the provisional boundary will remain as it now is, and in time will become the permanent boundary between the two countries. This may turn out to be the game our neighbours are playing, and if so, the government of Canada have played very unwisely into their hands.

The Minister of Customs is reported as declaring on the stump in North Ontario a few days ago that Canada would not have found herself in her present plight concerning Alaska had the Senate allowed the Yukon Railway Bill to go through. The minister must have calculated largely on the ignorance or credulity of his hearers when, even on the stump, he made that bold and unwarranted statement. Will any one tell us how those few hundred miles of tramway—had they been built—would have lessened the claims on our territory now made by the United States? Even had they been built, those most competent to speak, assure us that they would be of no value, even in summer time when the river and lakes of the Yukon are not ice-locked, as a means of aiding traffic or travel to that country. But it is well known that the Senate did not reject that Bill on the merits or demerits of the railway project, but on very different grounds. We rejected it partly because it created a monopoly and gave away franchises worth ten times as much as the tramway would cost. But we rejected it chiefly for the reason that the