

call attention concerns the people of the province, one constituency of which I have the honour to represent, equally with the people of the Pacific Coast. In this question of transportation the people of the east are directly connected with the people on the Pacific, and the supplies that are held for the purpose of being sent into the Yukon, as every one understands, are obtained in large measure on credit from eastern warehouses. And consequently this is a subject of very grave importance. I think I am within the mark when I say to the Government that whoever was to blame for the delay, whether the Canadian Government or circumstances over which they had no control, there has been very bitter disappointment expressed in the cities of Victoria and Vancouver in connection with the absence of anything like a full realization of their hopes as regards spring business. They had made the best preparations, they had spent enormous amounts in advertising their facilities and ability to supply all who wished to enter the Yukon country. They had been persistent in their representations, the correspondent of the "Globe" having complained of the manner in which the boards of trade had deluged the Ministers in regard to the necessities of those people whom they represented. But these were in no sense the desires and necessities of those people alone; they were pioneers of what might have been and may yet be a tremendous development of Canadian trade, and being on the spot they were in a position to send good advice to the authorities in connection with this subject. There was a telegram sent by the Minister of the Interior on the 3rd January, which gave every one in Vancouver and Victoria much pleasure and satisfaction. It was a telegram definite in its terms, without any qualification whatever, and it stated that arrangements had been made with the authorities of the United States whereby the exaction of a fee of \$9 a day from Dyea to Skagway, across disputed territory, possibly even British, which had to be paid any man taking goods through those sub-ports of the United States into Canadian territory would be removed, and consequently this tax, which amounted almost to a prohibitory tax so far as those routes were concerned, being out of the way, there was nothing to prevent any wise and prudent man from making his arrangements and accordingly incurring very large liabilities in obtaining supplies. Large and small traders went to work and laid in large quantities of goods on that score. Hon. gentlemen can hardly realize, unless they have been there, the intense disappointment felt when on 22nd January those people were informed that nothing definite had happened since 3rd January respecting those regulations, and when the people learned by men coming down that this enormous inspection fee was not only

retained but acted on so as to deter men from going into the country with supplies. Ordinary men were not able to pay officers of the United States customs \$9 a day while travelling over that stretch of the disputed territory. Those telegrams were hard enough to read and to understand. But the Prime Minister even to-day has had to say he cannot remove the anxiety of the people in the slightest degree, and consequently this anxiety and bewilderment still continue. In the meanwhile all rival American cities, Seattle in particular, are enjoying a great measure of success over those troubles that were supposed to have been removed on January 3rd. I will not be led at this stage to make certain observations that the Government are aware I could make by way of complaint against the action of the United States. I will refrain from doing so, and will content myself by saying that if when all the documents are brought down, it is quite clear that the Canadian Government have neglected any step they could reasonably have taken, they will most undoubtedly be held strictly to account for neglect in such an important matter. That is but reasonable, and that is what is expected. In that connection, however, whether I speak for one section of the country or another, I believe the spirit of Canada is in such a condition that not only would it be a popular thing for the Government to do, but the day will come when some Government will have to do it, and that is to use an old expression, fight fire with fire, and so far as we have it within our ability, outside of those matters which appertain to the Imperial Government, we shall have to meet the United States, our commercial rivals, in the same spirit and temper with what they continually meet us. I say if the Americans, not appreciating the manner in which they have been considered as regards any complaints reaching the Government regarding their rights of navigation on the Yukon and Stikine,—and there were several cases when complaints were made—having no regard for the promptitude with which this Government carries out all treaty obligations which affect them and the extraordinary liberality of our laws with respect to mining, and our treatment of them in Canadian Alaska and our North-west Territories as compared with the manner in which Canadians or British subjects have been treated in American Alaska or in the American States—I say the time has come, and come now to legislate on these lines. They cannot complain, nor could such a complaint be framed as would be considered by any impartial court as being of any value or moment, because our concessions have up to the present time not brought us anything, not a concession on their side on any feature of the legislation. I would impress this view on the Government. They are for the moment all powerful and are in a position to