WANTS THE JAPS SHUT OUT

Senator McDonald of British Columbia Would Bar Them From Mining.

Has No Objection to Them Coming In as Laborers, But Thinks They Should Not be Allowed to Take Up Gold Claims—Messrs. Mills and Almon Did Not Agree—Discussion in the Senate.

Ottawa, Feb. 16.—(Special.)—In the Senate this afternoon Senator McDonald (B.C.) called the attention of the Government to the necessity for prompt action being taken for the purpose of excluding all persons of the Japanese race from recording and working mineral claims in the Yukon district. The Senator from British Columbia explained that he had no objection to either Chinese or Japanese coming into the country as laborers, but thought that they should be prevented from taking up the mineral lands of the Yukon.

A Couple of Protests.

Hon. David Mills said that Japan was recognized as a civilized nation, and was subject to the duties and privileges of a country within the domain of international law. Moreover, Japan was a powerful nation as well as a civilized one, and personally he doubted if it would be a politic step to attempt to place the people of that nation on a different footing from other civilized nations in this regard.

Senator Almon thought that it would be exceedingly unfair to subject to such an indignity a nation which had risked its national existence to fight for British interests in the east.

Senator McDonald explained that he had no desire that the Government should exclude the Japanese altogether, but prevent them from taking up mineral lands. He understood that similar laws existed in Japan with regard to foreigners taking up mineral lands.

Liquor for the Yukon.

Senator Mills, replying to Mr. Perley, said a permit had been granted to one William Chambers and other persons to take liquors into the Yukon country by the Dominion Government.

Senator Mills gave notice of motion that when the Senate adjourns on Friday it stands adjourned until Tuesday evening, March 8.

Senator Prowse saw no reason why this business of adjournment should not be stopped, and the Government bring down important legislation in the Senate.

Senator Mills promised that this session he would endeavor to have as much as possible of the important Government legislation initiated in the Senate.

Senator Clemow gave notice of a motion for Friday next that a select committee be appointed to investigate and report upon the feasibility of and the advantages which would accrue to the Dominion from the construction of a canal uniting the waters of Lake Huron with those of the St. Lawrence River, via the Ottawa River.

JEW HATRED IN FRANCE.

The Underlying Motive of the Zola-Dreyfus Uproar.

By A. Egmont Hake.

Truly interpreted, the Dreyfus case ceases to be a cause of wonder to the English public. If it has stirred every strata of French society, if it has led to rioting and bloodshed and to religious demonstrations, it is because one of the greatest questions of the century lies at the root of it. It is the outward symptom of an imperfectly diagnosed social disease.

There can be little doubt that Dreyfus is the scapegoat of the Jewish population of France. Guilty or not guilty, he has received a treatment which would not have been inflicted on a citizen of another creed and another race. Had there been no Dreyfus and no accusation of treason, the growing hatred of the Jews in France would have manifested itself in other ways. This revival of mediaeval savagery and intolerance is a phenomenon which deserves every thinking man's attention.

So far it is misunderstood both by the persecuting Christians and the menaced Jews. To describe the movement to religious causes is a mistake which in its early stage was pardonable, but now would be absurd. So long as the persecution was limited to Holy Russia, we might have pointed to Russian fanaticism as the real cause. But when the movement breaks out in materialist Germany, in free-thinking France, when it spreads to the tolerant United States, the hypothesis of a religious source fails to the ground.

Unmistakable circumstances point to the fact that the growing Jew-hatred throughout the civilized world springs from a cause far more capable of swaying modern man than religious fanaticism, namely, the instinct of self-preservation.

The Jew has in modern times developed into a factor of intense potency. Naturally clever, strong-willed, self-confident, tenacious, the Jewish people have acquired, during centuries of persecution and adverse circumstances, characteristics and abilities which specially fit them for a subtle domination of their fellow-men. Constantly on the alert against attacks, and ever studying how best to strengthen their position, they have contracted a racial habit of subordinating all things to their own interest.

In olden times, when the Jews were kept down by brute force, and when they depended entirely on the ruling princes, they had little scope for their subtle powers of domination. But as government by law, by constitutions and by public opinion, and in accordance with the rights of man, developed, the position of the Jews improved. No other race has benefited so enormously from the growth of democratic institutions all over the civilized world.

Once admitted to equality with Christians, the Jew found, in his natural ability and his hard schooling, the means of outstripping his less strong-minded fellow-men of other races. His power is constantly on the increase, and to the superficial observer it appears that modern laws, law courts, police, representative systems, industrial and commercial methods, social institutions, and press organizations have all been created and are maintained in order that the Jew may flourish and augment his power over other races, with a maximum of facilities and a minimum of personal inconvenience and risk.

It is a remarkable fact that in those countries where democracy chiefly reigns, such as France, Italy and the United States, the legislation of the last decade has, on the demand and with the approval of the masses, enormously favored the power of capital over the laboring classes; and as the Jews have become the capitalists and the manipulators of money, their power has in these countries grown alarmingly.

In France this is especially the case. The protection duties, sugar bounties, shipping bounties, octrois, weigh heavily on the workers, and keep them dependent on the capitalists. A gigantic taxation, mostly levied and collected upon anti-economic methods, falls, as all taxation does, ultimately on the laborers. A formidable government expenditure hampers the production for export, and compels a minimum of wages. Under such circumstances private enterprise is starved, employment is scarce, production tends to be unprofitable, and legitimate business dwindles. From this result an enormous power for the capitalists, sweating in the factories and the mines, administrative abuses, financial intrigues and political corruption.

As capitalists, as money-lenders, as keen employers, as financial schemers, as subtle political agents, the Jews stand out conspicuous. Their capital accumulates from generation to generation, and by ramifications throughout the whole economic life of the nation it levies a tax on every individual. The most paying industries, the most profitable branches of commerce, are in the hands of the Jews.

Not satisfied with their commercial success and their financial power, the Jews, backed by wealth and supported by their co-religionists, strive to dominate the press and Parliament. From these points of 'vantage, they need only advocate the maintenance of order and what they wrongly call individual liberty, along with the present anti-economic system, in order to advocate de facto the supremacy of the Jewish race over France.

The French nation, endowed with keen and correct feelings, but disinclined towards calm reasoning and economic studies, resent intensely what to them appear the gradual loss of their liberty and their threatening enslavement under an alien race. This all the more as their would-be masters largely originate from and are largely connected with their arch enemy, Germany.

The French do not realize, any more than any other people do, that the dependent situation in which they find themselves is the inevitable outcome of a wide-spread economic, financial and fiscal legislation of their own creation. They feel the degrading yoke that capitalism is placing on their shoulders. They see in the moneyed Jews, in the exacting Jewish landlord, in the harsh Jewish employer and the grasping Jewish money lender, the exponents of that capitalism.

They do not perceive, and have never been told, that the hated Jews simply fulfil economic functions indispensable to the country—functions which cannot be fulfilled in a manner that is more pleasant and more profitable to the masses so long as irrational legislation bars the way.

Europe is full of books upholding the fallacy that the well-being of the masses can be realized only by altruism, by social cynergy, by charity on the part of the capitalists, by kindness on the part of employers, landlords and creditors. What wonder, then, that the French people have arrived at the childish conclusion so frequently drawn by our own politicians, authors and preachers, that the suffering of the laboring classes is due to the hard-heartedness of those above them?

The Jews, who stand shoulder to shoulder in the defence of capital, naturally challenge the attack of the fanatics who wish to destroy its power. They are held up as all that is vile and selfish, and when a representative of their race of German extraction and with a German name is accused of acting the spy in the French army it is conceivable that the strongest prejudices of which the human mind is capable should be arrayed against him.

A. Egmont Hake.

TO UNSEAT ALD. GOWANLOCK.

Judge McDougall Reserves Judgment on Hearing Joseph Pocock's Motion—Case From the Junction.

Judge McDongall yesterday heard Joseph Pocock's action to unseat Ald. Gowanlock.

Mr. Pocock was represented by E. A. Du Vernet and the alderman by G. G. S. Lindsey.

Mr. Du Vernet put in an affidavit by S. B. Woods to the effect that he had examined records at the City Hall and the Registry Office. He found that Gowanlock had qualified on properties at 42 Harvard-avenue and 1266 Queen west. The Harvard-avenue property is assessed at $2792 and the Queen-street property at $2020. In 1889 the Harvard-avenue property was conveyed to his late wife. It was subject to a mortgage for $4368, on which $3000 is due to the London & Canadian Loan & Agency Company. It does not appear that Gowanlock has had any interest in the Queen-street property since 1888.

Mr Du Vernet argued that Mr Gowanlock could not qualify on the Harvard-avenue property, because he is not the only occupant of it; there are two James Gowanlocks there; an occupant must have $4000 in a property beyond its encumbrances in order to qualify as an alderman: Mr Gowanlock has only one-third interest in the property; he cannot qualify on the Queen-street property because his brother is assessed as a tenant and he occupies it, and there is not sufficient value above the encumbrance upon which to qualify.

At the conclusion of Mr. Du Vernet's argument the judge intimated that there could not be qualification on the Queen-street property.

Mr. Lindsey argued that his client is entitled to qualify on either or both.

The court said that if he is the owner of 42 Harvard-avenue the question of encumbrance does not matter. The whole question narrows itself down to this: Is he the owner?

"It is a serious matter for Mr. Gowanlock, and I prefer to look into it with care. I don't care to give an off-hand judgment," said Judge McDougall.

Another Case From the Junction

Relator James Bond of Toronto Junction set forth that John Paterson of that suburb is not qualified to sit as councillor for Ward 5, where he was recently elected without opposition. He qualified on some lots on St. Clair-avenue. Now Mr. Bond says that Paterson is only a tenant thereof; that in 1896 they were sold (for taxes) for less than $100; that he holds them under lease from R. T. Smith.

Messrs. McWilliams and N. Murphy appeared for Paterson and Mr. A. J. Anderson for Bond, who claims to be the owner, and, therefore, properly qualified to legislate for the Junction.

The case was adjourned till Saturday.

Death of Charlie Palmer.

Charles Palmer, an ex-member of the Queen's Own Buglers and a well-known young man in the city, died suddenly at the home of his parents, 32 Agnes-street, last night. He has been suffering for some time from lung trouble, but was up on Tuesday, and his death was entirely unexpected.

Carrie Is Still Alive.

Kingston, Ont., Feb. 16.—Convict Carrie is still alive. He is in a very critical condition. The doctor has made no attempt to probe for the bullet, as vital parts are affected. Carrie is quite conscious. He is well nourished and a priest is continually at his side.

FREE MINING CERTIFICATES

Will Not Be Issued at Lake Tagish, as Mr. Lewis Requests.

Intending Klondikers Must Go to Victoria or Vancouver for Their Licenses—Mr. Sifton Assures Col. Prior to That Effect—Another Offer to Build a Railroad—Ottawa News.

Ottawa, Feb 16.—(Special.)—Fortified by a strong telegram of protest from the Board of Trade at Victoria, Col. Prior saw Mr. Sifton to-day to urge that Congressman Lewis' request that free miners' certificates shall be issued at Lake Tagish, be not granted. The concession would enable United States miners to outfit in their own country and go direct to Dyea or Skaguay, whereas the present arrangement compels them to go to Victoria or Vancouver. The Minister informed Col. Prior that under no circumstances would the request be granted. It is understood that protests have been pouring in on Mr. Sifton all day from British Columbia and mainland representatives. Messrs. Morrison and Maxwell received several telegrams urging them to protest against the grant ing of Mr. Lewis' request.

Another Important Offer.

Mr. Hamilton Smith of the London Exploration Company, whose name has been frequently mentioned in the newspapers during the past week in connection with the building of a railway over the Dalton Trail to a point on the Yukon River below Five-Finger Rapids, has submitted another offer to the Government. In effect it is this, that his company will build this 280 miles of railway for a subsidy of 5000 acres per mile, selected in alternate blocks after the first 53 miles, which would be clear of Chilkoot, and in addition they will build the Stikine-Teslin road for a similar subsidy. This company will press for its charter this session, and will introduce a bill in the Senate.

THE ROYAL TEMPLARS

Decline to Accept as Adequate the Amendments to the Liquor Law—Government Has Not Kept Its Pledge.

St. Thomas, Feb. 16.—The Grand Council of Royal Templars of Temperance continued to-day. Grand Councillor Lees presided.

A second report of the Sick and Funeral Benefit Committee was presented, recommending the granting of benefits to Cadet Templars, referred to Executive to prepare a report for the next annual session.

A second report of the Memorial and Laws Committee was presented, recommending an extension of the total disability benefit to cover cases of partially disabled referred to the Dominion Council for consideration, and that the Dominion Council be memorialized to amend its constitution so as to provide for death benefits of the amount of $250 or less.

The report of the Temperance Work Committee was presented as follows: That the Grand Council acknowledge the fact that the License Act was amended and improved in some particulars, but protested that the amendments so made cannot be accepted as being in any adequate sense a fulfilment of the pledge previously given by the Government. The report urged the adoption of the following amendment to the License Act:

"That no license be granted to any person whatever to sell liquor to be drunk upon the premises." The report recommended the endorsing of the union of the four societies, W.C.T.U., Sons of Temperance, I.O.G.T. and R. T. of T. as embodied in the platform of the National Prohibition Federation; that the Royal Templars generally be requested to patronize temperance hotels when conditions for business and accommodation are suitable.

The Committee on Fraternal Courtesies reported the receipt of communications from the Grand Councils of British Columbia, Northwest Territories, Manitoba and Michigan, and Sons of Temperance, which were duly acknowledged and similar greetings forwarded from this Grand Council.

The report of the Committee on State and Extension was being discussed when the afternoon sitting adjourned.

RAILWAY NEWS.

Mr. Harris, general traffic manager of the Intercolonial, has been making material reductions in the salaries of those employed in the department of which he has charge. Mr. Weatherston of Toronto has had his salary cut down from $150 to $75 per month; the agent at Montreal from $125 to $60; Mr. McDonald of Point Levis, from $80 to $50, and the agent at Quebec City, from $90 to $60.

Mr. Marshall C. Sturtevant has been appointed car service agent of the Grand Trunk. Mr. Sturtevant is in the car accountant's department, and will have charge of the distribution of the passenger and freight cars throughout the system.

Two cars of fresh beef went forward last night from the abattoir to Halifax, via the Grand Trunk, and eight cars of boxed meats went forward to Portland.

Yesterday the Grand Trunk handled 22 cars of cattle, shipped from Chicago to Portland for export, and 210 cars of cattle from Toronto, also for export.

Major Johnston of Leamington and party of 17 outfitted with Wreyford & Company, and left on the 12.30 train yesterday morning. They go from Edmonton by the river route to Dawson City.

A party of six outfitted at Oak Hall, and start to-day for Teslin Lake.

Mr. Ferris purchased his outfit from the Klondike Supply Company on Adelaide-street west, and left for the gold fields on the 12.30 train yesterday morning.

Mr. Caven Is Still in It.

Picton, Ont., Feb. 16.—Mr. John Caven, the Patron candidate for Prince Edward, makes the following statement over his own signature:

"There is not a word of truth in the statement in The Evening Star of the 14th inst., that at a conference in Premier Hardy's house I presented my resignation."

Gananoque Men for Klondike.

Gananoque, Ont., Feb. 16.—Messrs. J. Lalonde, Arthur Lalonde, Frank Laque, William Meade, sr., start for the Klondike to-night.

Tisdale's Toronto Iron Stable Fittings.

Healthful, durable, attractive. Send for catalogue. Tisdale Iron Stable Fittings Company, Limited, 6 Adelaide-street east, Toronto. 136

MR. SIFTON EXPLAINS THE YUKON CONTRACT

Continued From Page 2.

their orders in Philadelphia, should not take into account the question of duty.

Sir Charles Tupper disagreed with Mr. Britton. He wanted to see the Kingston Works get fair play, and the Government, before rejecting their figures, should add to the American prices the amount of Canadian duty. [Hear, hear].

Mr. Britton said that was the view which he wished to convey to the House.

Sir Charles Tupper: Hear, hear.

Connection Between Ontario and Dominion

Mr. Ingram said that Mr. Britton had claimed it should not be a political question. Why, then, had Mr. Harty, an Ontario Minister, dragged this matter into his speech? Simply for the purpose of catching votes. [Applause]. Clearly there was evidence here of the fact that the Ontario Government were working hand-in-glove with their Dominion friends. Was this another case of "cold justice"? [Applause].

Mr. Foster asked if Mr. Blair would state whether Mr. Harty was telling the truth or a falsehood in Kingston, when he said he had received a telegram from Mr. Blair, that an order for three locomotives would be given to the Kingston works. Would the Minister give an honest answer?

Mr. Blair Called Down.

Mr. Blair said that Mr. Foster found it difficult to ask a question without doing it in a most insolent and impertinent manner. He had known Mr. Foster since he was a young man, and he found that the associations of the honorable gentleman in the intervening years had not produced any marked effect in removing his ill-breeding or his insolence. [Great uproar].

The Speaker, rising, said he thought Mr. Blair had gone too far. He was sorry also to hear Mr. Foster ask for an honest answer.

Mr. Foster: Should I have asked him to give a dishonest one? [Laughter].

Mr. Speaker said he hoped Mr. Blair would withdraw his language.

Mr. Blair: I bow to your ruling. Continuing, he said he did not think Mr. Foster or any member of the House was justified in insinuating or imputing to him that in any answer or statement he had made in the House he was otherwise than honest, fair or frank. He had never heard it stated that he had sent two telegrams to Mr. Harty. He admitted, however, that in answer to a courteous letter from Mr. Harty, he had stated his intentions were to afford to the Kingston works an opportunity of competing for the engines the Government intended to buy. But he had stated that the Government had ordered any or had entered into contract; he could not state that, because that was not a fact. The answer he gave on Monday, therefore, was literally, absolutely correct. He could not recall having sent a second telegram, and indeed he was positive he had not.

Playing Upon Words.

Mr. Foster said Mr. Blair the other day certainly gave the impression to the House that he had not sent a telegram to Mr. Harty at all. He now endeavored to excuse himself by playing upon words. According to his admission a telegram had gone to Mr. Harty, showing that he was willing to loan himself to a Provincial Government to help them, and to use the power of the Federal authority in order to help a provincial partisan. [Loud cheers].

Mr. Foster quoted from Mr. Harty's speech, in which he made a great hurrah over the telegram from Mr. Blair to show the direct connection between the two Governments. With reference to the Minister's attack upon him, he said he had known Mr. Blair for a good many years, and was not going to endeavor to throw a slur on himself or his family by instituting any comparison as to the hon. gentleman's own breeding. The House would judge him by his remarks, as they might be considered a fair index of the man. [Opposition applause].

U. S. Troops in Disputed Territory.

Col. Prior called the attention of the Premier to the newspaper statements that two companies of American troops were to be stationed at Dyea and Skaguay, in disputed territory. He desired to know if the Government had raised any objection to the occupancy of this territory by the United States, in view of the Canadian claim that it was our territory.

The Premier, in reply, said the Government had no official knowledge that United States troops were to be sent to Dyea and Skaguay. Although the territory was in dispute, it had been in the possession of the United States ever since that country acquired Alaska in 1867, and, so far as his information went, no protests had ever been raised by any previous Canadian Government to the occupancy of that territory by the United States. The importance of having a speedy delineation of the boundary between Canada and Alaska was at this moment engaging the attention of the Government.

Transhipment at Wrangel.

Sir Charles Tupper called attention to the bill now before Congress, imposing severe conditions on Canada for the privilege of transhipment at Wrangel. Had the Government any information?

Sir Wilfrid Laurier, in reply, said the bill was not yet law, and he could not, for his part, entertain any idea that the United States would deviate from her solemn treaty obligations.

YUKON BILL DEBATE.

Mr. Sifton Takes a Shot at Sir Charles Tupper and Co., s a Reply.

Mr. Sifton, resuming his speech on the Yukon Railway bill, complained of the language used against Mr. Blair by Sir Chas. Tupper. He thought it was a breach of Parliamentary decorum to call Mr. Blair a "know-nothing."

Sir Charles Tupper asked if that was any worse than for one of Mr. Blair's colleagues to call an Opposition member an "Ananias." [Laughter.]

Mr. Sifton said that would not relieve Sir Charles for all time from adhering to the rules of the House. Continuing, he referred to the objection about the tolls on the railways, and challenged the Opposition to mention one single railway bill introduced when the Conservatives were in power which stated the rates that would be charged. [Liberal cheers.] Not a single case of the kind could be mentioned.

Emphasizing the importance of the action of the Government regarding this railway, he said that up to the present Canada had been dependent entirely on American transportation companies in getting supplies for our own officers into Yukon. What, he asked, would be the condition of affairs if 40,000 or 50,000 people went into the country this year, and there were not sufficient supplies for them. Without means of access into the country, there was the possibility of one of the most appalling catastrophes that had ever been seen.

Moreover, there was the gravest danger of the authority of the Dominion Government being destroyed, and theoretically taken out of our hands, in the Yukon, by reason of the tremendous rush of people likely to enter the country if an adequate force representing Dominion law was not stationed there. He mentioned the various estimates of the rush of population to the Klondike District, and said it is estimated that from fifty to seventy-five million dollars would be spent this year in outfits alone. There were nearly 12,000 people at Dyea and Skaguay to-day, and within the next two or three weeks more people would reach that point than would be able to get over the passes by next fall. There was every reason, therefore, why the Government should seek to get a quick and easy route into the country.

The Different Routes.

In regard to the various route: First, there was the well-known Yukon River route, the difficulties of which he described at length, estimating that not more than 40,000 tons would go in by that route, more than half of which would go to the Canadian side. Although a tramway and wire cable were running from Dyea, only a limited quantity of freight could go in by the Chilcoot Pass, and the cost would be 15 cents a pound. From Skaguay, over the White Pass, pack trains were the only means of transportation. The Yukon route was impracticable without a railway. The other route was via the Stikine, which was dealt with in Mr. Jennings' report from Teslin to the junction of the Hootalinqua, and thence to Dawson by the Yukon.

Only a Few Boulders in the War

The route was navigable, the only impediment being some boulders in Five Fingers Rapids, which could be blasted out for between $5000 and $10,000. This done, there would be free navigation from Teslin Lake to Dawson, open from May 20 to Nov. 1. The gap from the head of navigation on the Stikine to Teslin Lake could be covered by the proposed railway. The Government could spend a small sum in improving the navigation of the Stikine. He estimated that from Victoria by ocean steamer, Wrangel could be reached in three days, thence by river steamer to Telegraph Creek in two days; from Telegraph Creek to Teslin by railway in one day, and down the lake and river to Dawson in seven days or 13 days in all from Victoria or Vancouver to Dawson City. [Applause.] Thus by the proposed route supplies could be landed at Dawson early in June, as against the middle of July by the mouth of the Yukon. Thus, he argued, there could be no dispute about the superiority of the Stikine route.

The Right o. Navigation.

Mr. Sifton then went on to deal with the rights of navigation enjoyed by Canada, and declared that but for the treaty of Washington of 1870, in which the Conservative Canadian Government blundered, our rights, as assured under the Russian treaty of 1825, would have given us free navigation of the Stikine, as well as of all rivers flowing into the sea across the Alaska boundary line, not only for commercial, but for all purposes whatsoever. As it is, we enjoy the free navigation of the Yukon, Porcupine and Stikine Rivers for commerce only, and subject to such laws or customs regulations of either country, as shall not be inconsistent with the right of free navigation. Our right had, then, been curtailed by the Conservatives, who helped in making the Washington treaty.

There had been talk of impending legislation by the United States Congress that would restrict the privilege of transhipment at Wrangel, but no legislation could repeal a treaty. That could only be done by deliberate violation, or by war. Our position was perfectly impregnable as to the free navigation of the Stikine. They might pass bills, but the treaty could not be violated.

Senator Frye's Bill.

Then he read the provision of Senator Frye's bill, declaring that it merely provided that foreign vessels arriving at the Stikine must report at Wrangel, and not transfer cargo or freight by special permit of the customs officer at Wrangel, to be issued under conditions to be imposed by the Secretary of the Treasury. The only thing in doubt, then, was the question of transhipment at Wrangel. But the Government could not wait to arrange for the railway until that question had been settled by arbitration or negotiation, which might take a couple of years. The Government had asked the United States for a statement of its position in that regard, but so far had no answer. But, he added, even if transhipment at Wrangel from ocean draught steamers to river boats should be prevented by the United States, we could still tranship at the British Columbia port of Fort Simpson, farther down. He had visited the place and believed that, with the exception of rough weather occasionally at Dixon entrance, river craft could safely navigate from Fort Simpson to the Stikine along the coast. Therefore the Stikine could be made an all-Canadian route from top to bottom. [Applause.]

The Alleged Rothschild Offer.

Mr. Sifton, continuing his speech, said that no offer or proposition came to the Government from Hamilton Smith and Hy. Brancber, representing or assuming to represent the Rothschilds. These gentlemen, however, had approached the Government after the contract with McKenzie and Mann was signed. The only offer made by a gentleman who gave the name of the Rothschilds was Mr. Maitland Kersey.

As to the Northwest.

Referring to the alleged discontent in the Northwest against this arrangement, he claimed that this road would be the natural complement of the railway from Edmonton through the Peace River Pass to Telegraph Creek, which must be commenced before long. He mentioned that fact to show that the Government was not overlooking the interests of the Northwest. Then, as regards the railway development of the northern portion of British Columbia, he stated that the Stikine-Teslin Railway would be continued at an early date to the British Columbia seaboard or Alice Arm, on Observatory Inlet. For the benefit of the Opposition he would read the contract. This he proceeded to do with comments on the clauses. The monopoly clause, so called, gave no monopoly at all. The Government did not bind itself not to give another charter; the contract said nothing about it. The British Columbia Legislature could give another charter; this Parliament could do the same. Indeed, at the present time there was another charter in existence, the Cassiar Central, which would cover this very route. He admitted that the rates on the railway would be higher than on ordinary roads. The guarantee of the contractors would apply only to the railway and not to the sleigh road. The covenant, however, of the contractors was as good as their bond. [Laughter.]

Method of Allotment.

Proceeding to deal with the method of allotment of the mineral land subsidy, Mr. Sifton contended that the company could not select an acre until the 15th June. If there were gold beds to be picked up anywhere in the Yukon, why did not honmembers go up there and get rich? It was perfectly clear that the Government had the best of this bargain. Why, before the company could commence operations these 100,000 people bound in there would be all over the country and take up the gold claims. [Laughter.] No other company would take the chances Messrs. McKenzie and Mann were taking. Mr. Osler, he was sure, would not put a dollar of his good money into it.

After spending some time in describing the Slocan-Kaslo Railway, the rails of which are 45 pounds to the yard, as the standard for the Teslin-Stikine road, Mr. Sifton admitted that the company would be allowed to lay 28-pound rails and relay the track afterwards. [Laughter.] Mr. Sifton also read the correspondence with the agent of the Rothschilds, H. Maitland Kersey, showing that after being informed that they could have 25,000 acres a mile, the Rothschilds declined to undertake to build the road by the 1st of September.

"Onlooker's" Letter.

Dealing with the "Onlooker" letter in The Citizen, he denounced as "false" the estimate that the profit of operating the road should be a sufficient inducement to build the road.

As the Minister had at the outset identified Mr. Foster with the authorship of the article, Mr. Speaker insisted upon a withdrawal of the term. This done, Mr. Sifton denied that there was any monopoly. What was so termed was really the Government's defence of Canadian trade. Mr. Osler had stated the concessions to the company were worth more than the C.P.R.'s land grant. He would undertake to give Mr. Osler the same grant as McKenzie and Mann, who could go in there before the contractors and locate his claims, if Mr. Osler would give, say, $50,000,000 for the privileges.

Value of the Grant.

Then Mr. Sifton estimated the value of the grant. He said that, according to Mr. Ogilvie, the creeks and canyons along which alluvial gold were found would only give a width in placer claims of 300 feet. As the contractors had to take up in fee simple, there were only 35,714 acres out of the whole 3,750,000 in which there was any possible chance of their getting gold. [Opposition laughter.] That represented merely a grant of less than ten miles by six.

The history of placer mining showed, as Sir Charles Tupper had said, that more gold was put into mining than ever was taken out of it. The discovery and working of quartz mines was also a risky undertaking. But what the company would do would be to render productive the intervening ground, by means of hydraulic mining, considerable areas that would otherwise be unproductive. The history of the Cassiar Central Railway was sufficient to show the hazardous character of the enterprise of Messrs. McKenzie and Mann. That railway charter had a land grant of 10,000 acres per mile in the Cassiar country, but no money could be raised to build it. The Victoria (B.C.) Colonist, a Conservative paper well posted on the situation, admitted that this was a most stupendous undertaking, and that the contractors were probably the only men in Canada who could carry it through.

This land grant, for which the Government would get a great public work done, would be valueless without development, which meant the expenditure of large sums of money.

Concluding Remarks.

In conclusion he said: If this project is carried through, as I have no doubt it will be, it will have the effect of drawing to Canada within the next six months trade to the extent perhaps of twenty or twenty-five millions of dollars, that being a moderate estimate. I think it will conduce to the honor and dignity of Canada in making that country cede to us from a national standpoint. It will remove the danger of the country being in the hands of an alien population, who will contemn the authority of this Government. These things I look to as important.

"Let my hon. friends opposite understand that if this railway project is obstructed, if it is stopped here or elsewhere, and if that territory passes from the control of Canada by reason of there being no railway communication, the people of Canada will hold them to a bitter account for it." [Cheers.]

Mr. Haggart moved the adjournment of the debate, and the House adjourned at 10.20 p.m.

COOPER'S HARD LUCK.

He Had Just Got a Nice Little Business Started When the Place Was Blown Up.

Brantford, Feb. 16.—Else Cooper yesterday moved into the store, corner of Colborne and Charlotte-streets, which he fitted up for a bicycle repair shop, and had a good supply of wheels and material on hand. This evening, about 5.30 o'clock, he was working with the gasoline stove, when it exploded, setting fire to the store, completely gutting it. The firemen confined the fire where it originated. The force of the explosion burst the front plate-glass window out and threw parties in the store off their feet. The butcher shop of C. Gress adjoining also suffered, the plate glass window being broken and damage by smoke. The building is owned by A. J. Wilkes, Q.C. Loss about $500; insurance unknown.

A Business Matter.

A life insurance policy which has been in force for a number of years is the best and most useful form of security for furthering trade interests. No policies guarantee so many benefits as do the Unconditional Accumulative Policies of the Confederation Life Association. These policies are absolutely free from conditions and guarantee Extended Insurance or a Paid-Up Policy after two years or a cash value after five years. Rates and full information will be sent on application to the Head Office, Toronto, or to any of the association's agents. f21, 28

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Come in the Morning — 8 to 11 — Before the Crush.

MEN'S DEPT.

32 cases Men's Enamel Laced Boots — bulldog toe — extension soles — sizes 7 to 10— regular price $3, for $1 50

21 cases Men's Calf Gaiter Boots — hand-pegged soles — regular price $1.60 — sale price 85c

114 pairs only Men's Tan Calf Laced Boots — extension soles — McKay sewn — regular price $2.65 — sale price.... 1 25

46 cases Men's Calf Laced Boots — riveted soles — round toe — regular price $1.30 — sale price 65c

LADIES' DEPT.

21 cases Ladies' Chocolate-colored Laced Boots — warm lined — coin toe — regular price $2.35 — sale price....$1 25

41 cases Ladies' Dongola Kid Button Boots—extension soles — patent leather tip — sizes 2 to 7 — regular price $2.10 — sale price 1 00

19 cases Polished Goat Skating Boots — extension soles — coin toe — patent leather tip — regular price $1.95 — sale price 85c

281 pairs Dongola Kid Toe Slippers — hand-turned soles — round toe — regular price $1.10 — sale price 50c

BOYS' DEPT.

11 cases Boys' Cordovan Laced Boots — dime toe — extension soles — sizes 1 to 5 — regular price $1.65 — sale price. 85c

135 pairs Youths' Tan Calf Laced Boots — coin toe — sizes 11 to 13 — regular price $1.70 — sale price 75c

GIRLS' DEPT.

23 cases Misses' Oil Grain Button Boots — riveted soles — regular price $1.35 — sale price 85c

213 pair Infants' American Kid Ankle Strap Slippers — worth 60c — sale price 25c

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TORONTO OPERA HOUSE This week, Feb. 14 to 19. GILMORE & LEONARD IN Hogan's Alley. Next week—"CUBA'S VOW"

LECTURE

MR. LOUIS F. POST will deliver an address in Guild Hall, Magill-street, on Friday, 18th inst., 8 p.m.

Subject: "The Mental and Moral Qualities of Henry George."

Reserve seats for two, 25 cents; other seats, silver collection.

SIR SQUIRE BANCROFT IN CHARLES Dickens' Christmas Carol, for the benefit of the Victorian Order of Nurses, Association Hall, Thursday, Feb. 24, under the patronage of Their Excellencies Lord and Lady Aberdeen and others. Subscribers' list closes at Nordheimer's to-night. Tickets $1; 50 cents.

BOXING.

Toronto Athletic Club

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Twenty rounds for a decision. Preliminary. Cooper v. Hynes, ten rounds. Reserved seat: at Griffiths Cycle Corporation, 235 Yonge Sts

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THE SOUTH TORONTO REFORM ASSOCIATION

Have Arranged for the Following Meetings:

SATURDAY, FEB. 19.—Weinburg's Hall, corner Sherbourne and King-streets.

MONDAY, FEB. 21.—St. Andrew's Hall.

WEDNESDAY, FEB. 23.—Association Hall.

These meetings will be addressed by W. B. Rogers, John Bertram, Hugh Blain, J. S. Willison, W. J. Elliott, L. P. Heyd, E. F. B. Johnston, Charles March, Ald. Burns, Robert Glockling, Daniel Kelly, and at each of the above meetings it is expected one of the Provincial Ministers will be present. Besides the above meetings a students' meeting will be held on Thursday evening, the 24th instant, at the hall, corner Elm and Teraulay-streets, which will be addressed by representatives from the different colleges.

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