

the 'John C. Barr,' which, I understand, is entered at a valuation of \$7,500. Now, this boat is a large one, 150 feet in length (I would say), with an iron hull. The hull alone I would consider worth that sum at least.

I state these facts without prejudice to any one—

That is a great expression in the Yukon papers.

—simply considering it my duty to do so for your information.

Then, the paper that was brought down in the return and which, on its face, could not have been the report in answer to the instructions to investigate. It did not profess to be the result of any investigation, but is an off-hand statement of Mr. Ogilvie. So that through the courtesy of the Minister of Customs, after considerable questioning in the House, and I am afraid after considerable trouble outside of it, he was good enough to give me the only other report that was sent by Mr. Ogilvie on this subject; and to-day we have been told across the floor of the House that there are no other papers in the Marine or Customs from Mr. Ogilvie that could possibly be in reply to these instructions sent him to investigate.

June 20, 1899.

Sir,—I am in receipt of yours of the 6th—

That must be May 16, as no letter was sent on June 6.

—inquiring the valuation of the 'John C. Barr' for Canadian register. I have already written to the minister on the valuation of that boat, and also on the 'Pingree' and the 'Lowe.'

And here comes another misstatement. I accept in its entirety, the statement of the Minister of Customs, which is as follows:

No letter was received by the minister as referred to. The letter which Mr. Ogilvie, no doubt, refers to was that of June 8th to the commissioner of customs, and that I have already read.

Then this gentleman goes on:

As I have intimated to my letter to the Minister of Customs, it appears to me the value of these steamers is placed very low.

And, mark this, Mr. Speaker, that while I am only asking the House to follow the history of one of these boats, the correspondence shows, as my motion pointed out, that it was not a case merely of one vessel obtaining undue favours and an illegal advantage to the crew to use the British flag in British waters, but there were many United States bottoms there, that were permitted to obtain the use of that flag, by the same means as occurred in this case.

I have asked the minister to have an appraiser sent in here. Mr. Davis simply took the valuation of people whom you might reasonably expect would be fair and exact.

And whom do you suppose these people were? You will see how lightly Mr. Ogilvie

treads upon this subject. There is a responsibility put upon him, he is the chief inspector of customs there, and he is asked by the minister to report on the solemn statements made in the House, and he practically appeals to the minister to get some one else to do the duty. But he ventures to say that Mr. Davis simply took the valuation of people, whom you might reasonably expect to be fairly exact, and those people turn out to be the president of the North American Trading and Transport Company, along with, I suppose, the captain and a pilot, although there is no evidence of that—all in the employ of the company. These are the men who appraised this vessel at that low rate.

This I do not think may have been the case of these three steamers. In my letter to the minister I intimated that these steamers were worth from \$25,000 to \$40,000.

I call the attention of the Minister of Customs to this. The letter that he thinks is the letter that Mr. Ogilvie refers to, as the letter to the minister, cannot have been brought down as fully as it should have been, if this statement of his is correct, for he says that in that letter to the minister that cannot be thoroughly explained, he intimated these steamers were worth from \$25,000 to \$40,000. There is no such reference in the letter of June 8, which the minister has suggested, and the only letter to him must have been that which was addressed to the Minister of Customs.

Of course, I have not had time to go over them personally, and it would take several days to make a detailed examination, so that the above is only an approximate statement. I can only urge you to send in a properly qualified appraiser to deal with these three steamers and any others that may seek admission to the Canadian register.

This is the one that the minister was good enough to send to me, as the only other document he could find bearing on the subject of the *John C. Barr*, and it was after the papers were brought down to the House and printed, that this copy was sent to me. Now, Mr. Speaker, I stop for a moment, to call attention to this: I urged across the floor of this House, as the minister will remember, that it would be a grave injustice to the owners of British vessels there to delay this matter, that if these vessels on these rivers, so close to American waters, into which they could run at any moment, were permitted, while officers were being sent from here, actually to navigate and do business on Canadian waters, half the injury, or all the injury, might be done before any redress could be had. There is the extraordinary thing, that though instructions were sent out and the *Hansard* referred to, Mr. Ogilvie takes a course, weak on its face, perhaps I would be misunderstood if I used the word 'cowardly,' in its tone; but he