## OTTAWA LETTERS.

Mr. Foster's Coolness Too Much for Mr. Blair's Temper.

The Painful Weakness of Mr. Sifton's Arguments on the Yukon

Mr. Blair and His Little Telegram - Senator Cox Gets Another Concession.

Contract.

OTTAWA, Feb. 17 .- Mr. Sifton's five hour Yukon speech is commended by the government supporters not for its intrinsic worth so much as for its relative value. Mr. Blair's two Yukon speeches were so much worse and so comparatively feeble, displaying such immense resources of misinformation, that beside them the address of the minister of the interior stands out as a monumental example of oratory. Perhaps it was as good a defence as could be made of an in-defensible transaction. The relevant part of it might have been got through in an hour, but for strategic purposes the remaining four hours were probably useful. The contents of Mr. Sifton's storehouse of universal knowledge having been emptied over the discussion, the result is a sort of confusion of mind and a state of wonderment as to what actually has happened. I fancy that Mr. Sifton's supporters are under the impression that during the last year he has been engaged in transactions all over the world, and has been able to thrust himself back so as to take part in transactions at least as remote as the days of Christopher Columbus.

So far as can be determined from a research into the coagulated mass of literature which Mr. Sifton unloaded in the house, his argument led up to three conclusions:

1. That the railway had to be built, and 2. That it had to be built by the Stikine route.
3. That no other man could or should build it but Dan Mann.
4. That no better contract than this one could have been made with Mann's firm.

On the first two points there may be some difference of opinion. Still the house seems to be willing to grant all for which Mr. Sifton contended in the first two sederunts which he occupied his speech. But he gave no satisfactory argument on the third point. He did not say that no other offers were given. but there was no attempt made to show that offers were invited. There was no call for tenders and the minister gave no sign that anyone else had been offered a chance. Capitalists volunteered some offers to build other roads and even to build this one in consideration of a cash subsidy. It does not appear to have been known to the public generally that the opton has not shown that his dear friends, the contractors, were the only ones prepared to do the job. We have only bare assertion. It seems that Maclenzie and Mann were the men selected by the government and that the reason no one else could come in was because the government had made up its mind to shut them out.

On the fourth point there was no argument either, but simply the assertion that Mr. Sifton's friends would not build the road for less. He did not say why a cash subsidy was not given in place of all this land. Here was a road which the government's own engineer, estimating on riduculously low charges, and on a travel less than one quarter what the minister himself estimates, declares will earn seven per cent. on its cost after paying ten per cent. depreciation, or seventeen per cent. in all. Mr. Sifton might be expected to say why the government itself should not own this road, seeing that it is to be used by all transportation companies, and all mining companies, and ought naturally to be kept neutral. Though we take his statement that his friends would not build the road for less, we may also infer that their reason was because they knew they could get more from a ministry which for the time being was in their control.

Discussing the value of the land given, Mr. Sifton was quite crafty and apparently altogether disingenuous. He showed that gold mining generally was not too profitable and that it cost a dollar to get every dollar of gold. To support this argument he quoted a remark of Sir Charles Tuprer's, which he would admit the leader of the opposition had afterwards qualified. Sir Charles interrupting, said he did not qualify it at all, but cistinctly affirmed that it cost as much to get gold as it was worth, taking the world over. In this respect he quite agreed with Mr. Sifton . Mr. Sifton is probably right if he assumes that the 100,000 or more miners who may be engaged in the Yukon this year will in the aggregate fail to make wages and their living expenses. They are the men who will earn more than they get and their experience will be the same as the experience of miners everywhere. The fortunate few will get rich. The unfortunate many will come out poorer than they went in. The world abounds in miners and prospectors who have saved nothing, but there are Mackays, and Sir Cecils, and there will be Mackenzie and

Mr. Sifton points out that in the richest leads and deposits in the Yukon the usual width is only about 300 feet. He has this from Mr. Ogilvie. and figuring it out he comes to the conclusion that the contractors in all their areas, will not be likely to obtain more that 31,000 acres of rich river beds and ancient basins. As if any contractor could want more that 31,-010 acres of Bonanza Creek and Eldo-In Mr. Ogilvie's book he has stated that there are 100 claims which contain the wealth of Bonanza Creek

and 40 those of the Eldorado. The surveyor estimates the wealth of these claims at sixty to seventy millions of dollars. These claims are only 250 feet in length. The whole of them on both creeks include only about 200 acres. And here is Mr. Sifton arguing from the fact that the basins are only 300 feet wide, and that the contractors can only get 31,000 acres, therefore their land claim is of only moderate value. They can at least take 80 strips of 24 miles long by three miles wide following the length of these basins, and if that does not include about all the wealth of the district it is much richer than even Mr. Ogilvie has suggested.

Mr. Sifton in one of his wanderings went off into a long discussion of the Washington treaty. His supporters thought this very effective, and perhaps it was, though it does not appear to be much of an argument in favor of his pet contract. Mr. Sifton claimed that if people will have trouble bringing their goods in by way of the Stikine river it is all because "honorable gentlemen opposite" did not maintain the rights of this country by the Washington treaty of 1871. It may be all very well for Mr. Sifton to make a point against Sir John Macdonald, who was the Canadian representative at Washington. Sir John got all he could and made a very good treaty, as everybody admits. Some good lawyers will argue before the debate closes that the treaty rights previously held were all preserved by the treaty of Washington. Whether that is so or not it is well known that Sir John Macdonald contended for a good deal more than his colleagues appointed by the imperial government could be induced to demand. At all events "honorable gentlemen opposite" do not include many persons who were in the parliament that ratified the treaty of 1871, and honorable gentlemen on Mr. Sifton's side did not at that time, any more than their opponents, put in a plea for better terms on the Stikine. The Stikine was not an important river just then. And after all, what has the Washington treaty got to do with the concessions the government is now making to Mackenzie and Mann? However, the reflection on Sir John Macdonald was loudly cheered by the men behind Mr. Sifton, who, of course, are great statesmen compared with the old man who lies beenath the Cataraqui snow.

Mr. Sifton took another red herring in tow at a later stage in his speech. "Honorable gentlemen opposite" had no right to find fault with these large land grants because they themselves gave enormous grants in the Northwest. If Mr. Sifton had gone on to justify the Northwest land grants, that argument might have helped him out. But instead he proceeded to furiously attack these concessions creating great applause on his own side by producing a map on which the lands closed from settlement were painted in black. It was a dismal enough looking map, and the minister said it was in mourning because they were all grieved over it. His supporters shouted uproariously. The poor fellows didn't see that the minister in declaiming against land monopolies was declaiming against himself and his contract

It was not very ingenuous either, for Mr. Sifton's black daubs included school lands and the lands held by the Hudson Bay Company, together with quantities that the C. P. R. has given back to the government, and other quantities that have been sold and are actually settled by farmers. The Hudson Bay lands were not exactly lands granted to monopolists by a Canadian government, but lands left with them in consideration of their giving much larger territorial rights they had previously possessed.

But suppose it were all true. Any one may now admit that too much land has been locked up in the Northwest. If it were to do over again no government would grant so much farming land to corporations. When the Canadian Pacific road was built, the country granted all the cash that any parliament could be induced to give, and the land grant was necessary because public opinion would not support larger expenditure. would have been better to have given more money and less land. But this at least may be said, that while the government gave the company 25,000 .-000 acres, of which more than a third was returned to the public, it might have been worse. The Mackenzie government offered a grant of 50,000,000 acres. If he had got the road built. Sifton's map, which is covered with black blotches, would hardly have been relieved by a single spot of white. Let us say that the grants were a mistake. Why then should we repeat it?

Mr. Sifton was fine in his peroration. He was proud of his contract. He regarded it as the crowning work of his life. He did not take the trouble to mention Mr. Blair, who, in Mr Sifton's view, did not figure in it a all. It is all Mr. Sifton's contract. Mackenzie is his comrade. Mann is his man, Mr. Blair returned Mr. Sifton's compliment by remaining out of the house during the last two volume of the minister's speech. He missed the closing words in which Mr. Sifton told of the hundreds of thousands of men and the millions of money that he was going to bring into the country, and explained, though not in these words, that it was his own privilege:

To catter plenty o'er a smiling land And read his history in a nation's eyes. Or perhaps it should he said that

it is Mr. Sifton's fortune: The applause of listening boodlers to command,
A scheme of public ruin to devise;
To scatter plenty o'er a hungry band
And read als fortune in Mackenzie

If any one suggests that the last line should read: "And pull the wool across a nation's eyes," the reply is that Mr. Sifton has not been able to perform that operation.

Mr. Taylor, the tory whip, is ardent and honest partisan. He is blunt, straightforward, and aggres sive. It was Mr. Taylor who started the question which made a little disturbance yesterday. There is an election campaign in Ontario. Mr. Harty is an Ontario minister. Mr. Harty is

also the member for Kingston. He made a speech there. He told the laboring men that he wanted to help them. He told them that they were going to have a good time, all on account of the liberals. They would have work in the workshops. He had a telegram from Mr. Blair which said so. Mr. Blair had wired that he was going to have three locomotives built at once at the Klingston works. Everybody cheered Mr. Harty, and he went on to advise them to vote for him as early and often as they could. Mr. Taylor, who comes from that neighborhood, concluded to ask Mr. Blair about it. He put a question on the paper, asking whether a contract had been made for locomotives at Kingston, and whether a telegram to that effect had been sent. Mr. Blair replied that no contract had been made, and no telegram such as was suggested had been sent. The impression created was that the minister had not interfered in the Ontario election and had not sent any telegrams about locomotives. It is assumed that when Mr. Blair made this answer, he did not know that his telegram had been given away.

But Mr. Taylor did not give it up so. Yesterday he brought it up again. Sir Wilfrid tried to head him off with points of order. So did other ministers. But the whip knows points of order as well as anybody, and was not to be stampeded by premiers. He succeeded in reading Mr. Harty's declaration. Several ministers and their supporters interposed, begging that Kingston and the locomotives should not be dragged into party politics. Mr. Ingram, however, showed that it was party politics which produced the minister's telegram to Kingston. After some further discussion, Mr. Foster suggested that the time had come for Mr. Blair to tell honestly what he did

The minister of railways flew into a furious passion over the adverb and flercely exclaimed: "I have known Mr. Foster since he was young and find that association with gentlemen has not produced any marked effect in removing his ill-breeding." The speaker promptly rebuked Mr. Blair and caused him to withdraw words, but Mr. Foster took it all quite coolly and suggested that Mr. Blair go on and tell about the telegram. Finally Mr. Blair admitted that sent a telegram to Mr. Harty, stating that the government intended to get three locomotives made at Kingston. He did not say in the telegram that a contract had been made, and so both the telegram and the previous answer were correct.

Mr. Foster then pointed out that the minister of railways, who was intrusted with the people's money, was using his position to bolster up members of the Ontario government in their elections; that he was sending telegrams for corrupt purposes to Kingston, and then by skilful evasions. trying to make the house believe he had not done so. The whole thing had now been exposed, and he was satisfied. He calmily observed that he did not intend to discuss in the house his early breeding, or that their respective behavious in the commons and elsewhere. Lady Aberdeen, who had dropped in, sat by the speaker and witnessed this interesting episode. The countess may have seen some angry men in her day, but probably never saw a finer exhibition of rage than that of Mr Blair

Mr. McDougall of Cape Breton has made two attempts to find out what the pope said to the forty-five members of the house of commons and the senate who sent a letter to him. The matter belongs to the house of commons because Mr. Tarte last year read in the chamber the letter to Rome. The first question of Mr. Mc-Dougall brought the reply from Sir Wilfrid that he had no knowledge of the holy father's answer. The next question was whether Mr. Tarte had any such knowledge. This ques-tion the speaker ruled out, but Mr. McDougall is not to be headed off in that fashion, and he is making a motion for papers which will allow him to address the house on the subject.

Senator Cox has got there again. The Bank of Commerce, of which he is president, is established as a government bank in the Yukon. The gold royalties are paid into that bank. The money which the government expends and receives, which may amount to millions, will be handled by this bank. and the senator will fare well. It will be remembered that Senator Cox was the chief promoter and the largest beneficiary of the Crow's Nest Pass railway deal of last year.

OTTAWA, Feb. 18.-An ex-minister of railways took up the Yukon question yesterday. Mr. Haggart began by discussing the standard of the proposed road. The minister of the interior had said that it was not a tramway, because it was like the Kaslo and Slocan, which was a good road. Now, the Kaslo and Slocan railway may be a good road for its place in the universe, but it can hardly be called a first-class road according to modern standards. It climbs hills at the rate of 171 feet per mile. It has curves of a radius of 193 feet. This grade is the steepest that is known in Canada in any railway except electric roads and one climb at the Kicking Horse Pass, and there is no other railway in the dominion that turns such sharp turns as the Slocan and Kaslo. A curve of 193 feet would, if curved out, describe a complete circle in a run of less than 1,200 feet. The writer was over this road last summer and easily understands why it should be so built in a rough country. The owners went round the hills because they could not easily get through them, and if they could not get around them they climbed over them. The road may have teen expensive, but it is the cheapest road possible in a country of that kind, and only a narrow guage railroad could be built in that fashion. Prince Edward Island has no curve that has not double the radius of the Slocan and Kaslo.

From Mr. Jennings' report there is



content in the assurance that her ba by will be a strong, healthy, happy one. The woman who suffers from disorders of the distinctly feminine organism during this critical period, and fails to resort to the right remedy, is pretty sure to have a puny, peevish, sickly baby, born into the world with the seeds of weakness and disease already implanted in its little body. Dr. Pierce's Favorite Prescription is the best of all medicines for prospective mothers. It imparts health, prospective mothers. It imparts health, strength, vigor, and elasticity to the delicate and important organs that bear the brunt of motherhood. It prepares a wo-man for the time of trial and danger. It strengthens and invigorates, and insures the perfect well-being and absolute health of both mother and child. It does away with

the squeamishness of the interesting period. It makes sure an ample supply of nonrishment for the little new-comer. It transforms weak, sickly, nervous and despondent invalids into healthy, happy wives and mothers. Thousands of homes to which babies once came to stay but for a brief day and then die, now bless this wonderful medicine for the gift of happy, healthful babies.

The dealer who tries to assess the squeamishness of the interestin The dealer who tries to persuade you to

The dealer who tries to persuade you to take some other medicine, than that you ask for insults your intelligence.

"The best doctors in Kansas City told me that unless I went to the hospital and had an operation performed I could not live," writes Miss Broohie Galloway, of Wilder, Johnson Co., Kans. "I had ulceration and weakness, and each month I would get down in bed and suffer severely for twenty-four hours. Four bottles of your 'Favorite Prescription' cured me."

For constipation—Dr. Pierce's Pellets.

no need of such sharp curves and heavy grades on the Stikine. They are only allowed because a road so built is comparatively inexpensive. Now, as Mr. Haggart points out, when Sir Charles Tupper first spoke to the reporters about this railway he thought it was a railway and not a cheap tram. It might, as he said, be difficult to find contractors who could build a standard road through this country between now and September, but a hundred contractors might be found to build a line like this. Mr. Haggart went on to discuss the land grant and monopoly and declared that he himself, and he was sure the whole conservative party and the country generally, would far rather that the country should pay the whole of the cost of the road as a government work than to lock up these vast resources of mineral wealth in the hands of contractors.

Minister No. three took up the parable next. The most interesting statement that Mr. Fisher made was that the contract is to be changed. alterations as already announced in the despatches show that the government has been driven to withdraw one of Mr. Blair, but was quite willing has resulted from the criticism of the tion. This is the second change. The first one was the promise that the company would be compelled by contract to remain Canadian. But while these two details are changed, the centract itself remains bad in principle and can never be worthy of support. Mr. Fisher had a map for the Yukon district, with a small black spot in the middle of it, which he said represented the contractors' areas. His argument was that of 125,000 square miles the 5,000 granted to the company was a small matter. Unfortunately his big map was a map of the whole country and not a map of the gold bearing lands. The contract enables the contractor to select the best gold bearing lands and the comparative map ought to have shown what proportion the contractors' areas bore to the gold lands available. It turned out in the discussion that Mr. Sifton's map with the black blotches on it was a very dishonest map. His areas, which he said the late government reserved from settlement, included not only the odd numbered C. P. R. lands, but all the alternate sections of government lands which are open for settlement and actually occupied. That made the map just twice as black as an honest map would be.

Mr. Osler, who spoke on the address and made some strong statements concerning the value of the Yukon concession, now offered some additional observations. He elicited loud cheers from the government when he said that his previous announcement that the lands granted to the company would sell for more than the whole 25,000,000 acres of C. P. R. lands in the west, was made in haste and without much consideration. But the applause subsided when he further remarked that he had since thought the matter over and made diligent enquiry and was now satisfied that his statement was within the mark. He vas now absolutely certain that he could take 25,000,000 acres of farm lands in the Northwest and these 3,-750,000 acres of mineral lands in the Yukon and go to London, and that the Yukon lands would sell for more and sell easier than the other. As remarked before, Mr. Osler is a director of the Canadian Pacific and probably handled more financial transactions than any other Canadian. He speaks in the house with very high authority and with remarkable seriousness, There is no man in the chamber whose statement on a business matter is worth more than his.

Mr. Osler went on to rebuke Mr. Sifton for his reckless threat that if this contract was not passed in both houses there would be awful consequences. Mr. Sifton had declared that if parliament refused to ratify his targain the country on the Yukon might pass into the hands of foreigners and the authority of Cahada be utterly destroyed there. Osler said that this was a most outrageous statement. He declared that at the first suspicion of danger the whole of the Canadian public would be ready either to build this road or another one entirely independent of American territory and that Canada was quite

able to take care of her own country, without subsidising any two contractors whom Mr. Sifton might be pleased to favor.

The government correspondents are pleased to announce that there is perfect harmony in the cabinet. will not admit that there is friction until the members of the cabinet begin to throw things at each other in the chamber. But everybody knows that there are quarrels. Everybody knows that Mr. Blair is not in sympathy with his colleagues on this Yukon matter. Everybody knows that there is the gravest dissatisfaction with the minister of railways, not only among his colleagues but among the supporters of the government in the house. Whether he stands alone in his opposition to Mr. Sifton's contract is not clear, but that he stands there, or did stand there, until his position as minister of railways compelled him to support it, is well known. There has never been any good reason to suppose that Mr. Blair would resign, at least until an opening for a good judgeship was visible. He is not that kind of a man. The only question is whether the other members of the cabinet do not find it necessary to crowd him out.

Meanwhile Sir Wilfrid sits in his place looking wearled and worried. He has troubles of many kinds, and they are apparent on his otherwise cherubic countenance. But once in a while he succeeds in putting these things from him, and his eyes put on a far-away look, as if he were forecasting the future, beyond the strife and turmoil of this evil political world. He has a mind's eye, like Hamlet, and he sees a place of repose such as has been awarded to his friend and law partner, Mr. Lavergne, now a judge. Some happy destiny like this, where neither Tartes nor Blairs corrupt and Greenshields do not break in, is the happy hunting ground of the premier's dream. He appears to

Muse on joy that will not cease,
Pure space clothed in living beams;
Pure lilies of eternal peace,
Whose cdors haunt his dreams, Some such ineffable things are faintly discernable in the premier's face, when he succeeds in getting away from the thoughts, the carnage and conspiracies of the cabinet.

And Sir Richard Cartwright is also pondering. He would appear to have lost his interest in current public questions. He sits, smiling gently, talking to hobody, hardly listening to the discussion, and gradually getting clear of the sardonic and ill-natured smile that used to characterize his features. He has a mind's eye, too, and in it he sees a long procession of his sons marching up from around the Bay Quinte, and dropping one by one into a convenient office. This seems to be the culminating aspiration of the stern old statesman's declining years. As the sons of Jesse were paraded before the Prophet, so Sir Richard marshals his before his colleagues, having always another little one in reserve. Yesterday he was heard gently humming a hymn, of which the words were understood to be:

Part of the host has crossed the flo And part are crossing now.

And Mr. Mulock is sulky. He also is thinking of other things besides the post office. Mr. Mulock is a notable member of the Business Men's Government. He came because it was said he would infuse business methods into the department. He also came because he was reputed to have infused \$25,000 into the campaign funds of the last election. But at this moment some discredit is thrown upon Mr. Mulock's business gifts. The postmaster general has always been much in sympathy with the farmer. He has said so himself. He became one of the proprietors of the Farmers Sun, a Patron journal, which was in tended to show how badly the late government treated the Horny Handed. Mr. Mulock was also president of another farmers' affair. This is the Farmers' Loan and Saving Company. Mr. Mulock, being rich and having leisure, and being such a business man, was able to maintain the reputation of the company for many years.

People in England invested in shares of the company. Trust funds were used to buy stock in it. Many widows and many orphans depended in part for subsistence on the dividends which Mr. Mulock declared, and a few had all their wealth invested with hlm. Mr. Mulock made excellent statements. He paid regular dividends. His reports were good and the profits handsome.

But now the Farmers' Loan Company is in liquidation. It appears that its affairs have been most carelessly and recklessly managed. The reports were dishonest in the last degree. Hundreds of thousands have been advanced on securities on prop-erties not worth one quarter of the loan. Interest has been allowed to run on year after year, when the returns made it appear that the interest was paid and reinvested. Dividends were paid out of the shareholders' capital. Now the widows and orphans, the English shareholders, and all the rest, are obliged to hand in money their unpaid stock, while they their whole investment. Unpaid interest to the amount of \$400,000, which ought never to be allowed to drift, is entirely lost. More than \$800,000 deficiency is already reported by inspectors. It was stated that the nominal assets of \$2,220,000 will not pay 50 cents on the dollar. In one case lands which the company holds for \$259,000 are valued at \$84,000. The manager and two chief clerks have overdrawn their account by thousands. All this went one while Mr. Mulock was receiving \$3,000 a year as president of the company.

It is not said that Mr. Mulock was aware of the condition of things. In fact, it is pretty certain that he was not, but he was all the time bolstering up the company with his name and the reputation of his wealth, for he and his wife and his sons are probably worth four or five million dollars. While the confiding shareholders relied upon his vigilance, he was allowing their affairs to go to wreck and themselves to be rulned. That is

the kind of a business man Mr. Mulock is in some things. It is said that in England a public man placed in that position would resign his office. Mr. Mulock has not seen fit to do so. He is still a member of this aggregation of business men.

OTTAWA, Feb. 19.—The first week's discussion on the second reading of the tramway contract is over and no doubt the ministers would be glad if the whole discussion were ended. Yesterday a convert was received from the conservative ranks. Col. Hughes of Victoria, Ontario, spoke in favor of the contract. Everybody knew he would, because all knew of his relations with Mr. Mackenzie, the head of the firm. He used some stock arguments, but the one which seemed to have the most weight with him was that Mr. Mackenzie spent his summers in Victoria county. Mr. Hughes was disposed to scold his friends because they condemned the contract without reading it, and then proceeded to say that the contractors would have to spend a good deal of money building a wagon road, which everybody could use who wanted to go into the country. There is not a word about a wagon road in the bill, nor is there anything to provide that the sleigh road which is mentioned shall be free to everybody. The genial colonel has evidently read something else and thought he was reading the contract.

Mr. Casgrain, a former attorney general of Quebec, and one of the cleverest French Canadians in the house, made a strong attack on the contract. and was followed by Prof. Russell of Halifax. Mr. Russell spoke in his usual neat way, but his argument. which was mostly devoted to Canadian treaty rights on the Stikine, did not appear to arrive anywhere. All his mind was clouded with a doubt, and though he seemed to think that Sir John A. Macdonald must have sacrificed something at the treaty of Washington, he was not quite sure what it was. Cross-examined by Borden of Halifax, Sir Chas. H. Tupper and Mr. Powell, he declined to express an opinion as to what were the rights of Canada before the treaty or afterwards. The professor, unlike Mr.Sifton, is not lavish of legal opinions.

The minister of the interior flings them out with wild prodigality and is now receiving, it is said, some vigorcus castigations therefor from Mr. Mills and Sir Louis Davies. The minister of justice finds it inconvenient to discuss international matters with the United States after Mr. Sifton has given away our case. Mr. Sifton asserts that the rights of Canada have been reduced. Mr. Mills is obliged by his duty to insist that they have not. This is a point of Mr. Mc-Inerney's challenge to Mr. Sifton to repeat the admissions that he made the other day.

The member for Kent proposed a mild challenge. Sir Charles had accused the government of neglect in not sending supplies to the Yukon earlier, and despatching Walsh in the winter at an immense expense and risk to try to work his way into the country with his stores. Mr. Sifton. replying, said that Walsh where he wanted him to be, and ordered him to be. He was in some half way position, where he could provide for destitute persons coming out of the country, and Mr. Sifton declared amid applause that not a single miner coming in or out of the country had suffered from hunger. Mr. McInerney flatly contradicted the minister's statements. He defled Mr. Siften to show that Commissioner Walsh remained away from Dawson of his own free will. He had seen a man within two days who had come out past the commissioner's post and had brought a message to the coast asking for a dog team to be sent in to convey Walsh to Dawson. This man would bet the minister a small sum of money that Walsh was in Dawson now. Moreover, Mr. McInerney was prepared to say that the commissioner had only given one meal to one man coming out of the country, and that this man, whom the member for Kent has seen, said that he could have got as good a meal with his own outfit.

At the suggestion of a bet, Mr. Blair threw out a sneering suggestion that the bet might be made a dollar and a half. Mr. McInerney retorted that it might suit Mr. Blair to sneer at his roverty, but observed that there was a time when even a dollar and a half would be an object to the minister of railways. If he had been able to acquire affluence since he might remember his earlier days. Mr. McInerney joined issue with Prof. Russell on the question of the treaty, and argued that the Canadian rights were as large now as before the treaty of Washington, while the right of navi-gation of the Yukon had not been ours at all before that treaty. He showed clearly that when the minister of railways explained the bill before the house he had not even examined the character of the Slocan and Kaslo railway, which he adopted as the standard for the proposed line. In a humorous vein he described Mr. Blair's remarkable references to this contract, and observed that he was evidently the Jonah of this government.

There is something odd about the way in which the government kept back the reports sent out by Mr. Ogilvie in the latter part of '96 and the beginning of '97. These reports predicted that a great rush into the country would take place very soon. They told of the Bonanzar and Eldorado discoveries. They were in the ministers' hands early last spring and one or two members of the house appear to have seen them. It is also known that one firm of contractors obtained a copy. But it was not until August of last year that the report was put in circulation, and now the ministers say that they had not before them until August the facts upon which they have made their panicky contract. Mr. McInerney rummaged about, found the dates of the reports, learned the time when they were re-ceived and was able to throw a remarkable light on the transaction

One of the luckiest men in all Canada is Senator Cox. He was a millionaire when the government changed and will probably be several millionaires in a year or two. His great