SIR CHAS. TUPPER

Outlines His Policy for the Coming Session.

He Speaks Strongly With Respect to Chapleau-Tarte Correspondence.

Reference to Nova Scotia and Other Insinuations Contained in the Letter Extracts Vigorously Repelled.

(Montreal Gazette, Friday.)

Sir Charles Tupper left for Ottawa yesterday afternoon. Before returning to the capital he granted an interview to a Gazette representative on the political situation. Asked with reference to the policy of the opposition in the coming session of parliament Sir Charles said:

"There has been a great deal happened since the close of last session which will no doubt become the subject of very lively discussion in parliament, notably the speeches made by Sir Wilfrid Laurier as the premier of Canada during the jubilee celebration and upon his return home. The complete fiasco in reference to the proposed preferential trade which the government declared to be their policy to give to Great Britain and to Great Britain only will doubtless be the subject of considerable discussion, and the opposition will deem it their duty to call attention to the manner in which all the positions taken in parliament by the government on this important question have been proved to be entirely erroneous, exhibiting the most gross ignorance of the matters with which they undertook to deal, or a dishonest attempt to mislead and deceive the country in reference to matters of the greatest importance and upon which public men could have no excuse for being unacquainted with the real facts. Every position taken by the opposition in the discussion of that important subject last session has been corroborated by the result and shown to be absolutely sound. Attention will be drawn above all to the desertion of the interests of Canada by Sir Wilfrid Laurier in violation of the most solemn pledges given by him before he obtained power as to his views and course of action in regard to trade on a preferential basis within the empire, so long advocated by the United Empire Trade league. The utter want of knowledge shown by the government in the measure for giving preferential trade to Great Britain in the tariff, in violation of existing treaties which made that impossible, has been again displayed by the postmaster-general in attempting to override the arrangements to which Canada was committed as a member of the great international postal union, and with a like result of rendering the country ridiculous in the eyes of the world."

Questioned with reference to the government's Yukon policy, Sir Charles said: "I am very glad to have seen the important changes made in the gold mining regulations in the Canadian Yukon, which I long ago denounced as utterly impracticable and unjust, but I am of the opinion that they will have to be still more largely modified in order to be rendered at all defensible. I notice with very great pleasure the announcement that the government have promptly provided for the maintenance of an all-Canadian route to that great gold mining centre towards which the eyes of the world are now so strongly directed. I have no doubt that the measures they have taken to secure the prompt construction of a sled-road between the Stickeen River and Teslin Lake, to be made into a good trail so soon as the snow disappears, and followed by the construction of a railway to be opened by September next, will meet with the approval of parliament. I regard these measures of incalculable value to Canada, and shall be only too glad to give the government the best support in my power on a question of such vital importance at this moment. It is greatly to be regretted that the government has not earlier seen the necessity, which was apparent to a great many other persons who have investigated the subject, of providing the means of maintaining communication between Dawson City and the outside world. A great deal of useless expenditure has no doubt been involved by the delay."

THE CHAPLEAU LETTER.

"I suppose," said the Gazette representative, "you have seen the extracts published purporting to be part of the correspondence between Sir Adolphe Chapleau and the minister of public works?"

"Yes; I need not say with what amazement I have read these statements alleged to be contained in a letter written by Sir Adolphe Chapleau to the Hon. Mr. Tarte, and the surprise I feel at their not being promptly disavowed by Sir Adolphe Chapleau. I cannot believe in the authenticity of these statements, as it would brand a prominent public man with conduct that would stamp him as in the last degree dishonorable and unfit to hold any position in public life. That Sir Adolphe Chapleau should boast of having prevented me from forming an administration that would secure the confidence of the country is a statement that it is impossible for me to credit under the circumstances in which I undertook that duty."

"Your attention has doubtless been drawn to the following sentence alleged to have been written by Sir Adolphe Chapleau to Mr. Tarte: "You have not forgotten the role I played in preventing ambitious Nova Scotia from ruling the country with a party founded 40 years ago, and in which the bad elements predominated the good?"

In reply to the question Sir Chas. Tupper said: "It is quite true that I founded a party 40 years ago, but it was based upon a policy and principles which I should expect Sir Adolphe Chapleau to be the last man to condemn. When I entered public life in Nova Scotia, the policy of the conservative party was anti-Catholic. I pointed out to the remnant of the conservative party which survived the general election of 1865 my objection to such a policy, and took the ground that a policy of equal rights and equal justice to all parties without respect to race or creed, was the only policy with which I would be willing to be associated, or which I believed could successfully be carried out in Nova Scotia. When in 1857 the liberal party were defeated by the combination between the conservatives and the Roman Catholics, the liberals boldly proclaimed through their organ, the Halifax Morning Chronicle, that their policy was the formation of a purely Protestant government, in which no Roman Catholic should be permitted to hold a seat. The fierce anti-Catholic crusade which followed led to the defeat of the government of which I was a member in 1859, and the formation by the liberal party of a government in which no Catholic was included. The principles of equal rights and equal justice without respect to race or creed were steadily maintained by us in opposition, with the result that in 1863, we swept the country from end to end, only fifteen out of fifty-five members being elected by the liberal party. These principles were firmly established as the policy of the country by that victory in a manner which has prevented their being ever questioned from that day to this. The same principles and the same policy were maintained with equal vigor by Sir John A. Macdonald throughout his public career and they are held as firmly by the conservative party today as they were by me, both as premier of Nova Scotia and when entrusted with the duty of forming a government previous to the last general election. Whether in power or in opposition, the conservative party will steadily maintain those principles as the only sound basis upon which the government of Canada can be successfully carried on. I cannot believe that any man professing to be a Catholic should consider it necessary to make those principles an object of attack. As I have said before, I hesitate to believe it possible that Sir Adolphe Chapleau can have committed himself to the declaration of the views and opinions ascribed to him in excerpts from a correspondence, the existence of which would be as disgraceful to Sir Wilfrid Laurier's administration as to the writer."

RESTIGOUCHE AND WESTERN.

One Hundred Miles of Railway Likely to be Built.

(Woodstock Press.)

In a few months a line of railway across this province will be commenced, which, when completed, together with the completing of two other lines, will make a connecting link which will make the quickest line between England and the western portions of America. Several years ago a company was organized to build a line of railway from the Restigouche across the province to the river St. John. But they failed to accomplish any practical result. Another company was formed, the Restigouche and Western Railway company, and there is now a fair prospect that practical results will immediately follow. Both the dominion and local governments have signed the contract; the route has been partly surveyed, and twenty miles of the line from the Restiguche end have been located. The contractors for building the road are the well known railway builders, Messrs. Malcolm & Ross. As soon as arrangements had been sufficiently advanced to ensure the completing of the work the contractors put on a surveying party, under the direction of C. LeB. Miles, C. E., to locate the line. They commenced at Campbellton, which will be the eastern terminus of the road, and after making a general survey of the country, located the first twenty miles from the east. The western terminus will be in the vicinity of St. Leonards. The road will be about 100 miles long and will open up a very important section of the province, passing through heavily timbered and fertile land for the whole distance.

This road, when built, will be a connecting link of a complete system from the west to Gaspe, provided the Bay Chaleur road is then completed to Gaspe, and the B. & A. is extended to Vanceboro. There can be little doubt that both of the other lines will have been completed, the one to Gaspe and the other to Vanceboro, by the time the Restigouche and Western is built.

With a port on the Gaspe coast, and a line of ocean steamers calling there, travel between the Western States or New York and England would be shorter by a few days than by any all-American line, and might be made the quickest route of travel between the east and west.

ONE A NEW BRUNSWICKER.

(Bangor Commercial.)

When the early morning freight reached Old Town from Mattawamkeag Saturday two sorry looking men crawled out from between the cars. The men had been stealing a ride and they had had for their seat the broad and comfortable bumpers of an ordinary freight car. The men gave their names as Todd and Prowsley, and they said they were bound for Boston. Todd is a young man, and his condition and the story that he told appealed to the sympathies of those around the depot, who did what they could to relieve him of his sufferings. He was taken into the station, and on examination it was found that he had frozen both ears and parts of both feet. All that he had on his feet was a pair of thin shoes and cotton stockings. It was some time before his shoes could be removed, but by working easily they were taken off and the man's feet put in a pail of cold water to draw out the frost. Several pairs of wool socks and a pair of overshoes were then provided for him. According to his story, he left Boston about Thanksgiving time to go to New Brunswick to visit his relatives. He had about $200, but he had lost it nearly all, and was trying to work his way back to the Hub. His pal had stood the cold of the morning considerably better, as he had only chilled his ears. Riding on the bumpers of a freight train on a morning with the mercury 40 degrees below zero is not the most comfortable thing that anyone can do. The men claimed that they had only ridden about five miles on the train. After getting thawed out they boarded the train for Bangor.

ST. JOHN LOG CUT.

(Bangor Commercial.)

The cut of logs on the St. John and its tributaries in Maine this year, it is estimated, will be from 70 to 80 million, or from 20 to 25 million less than the cut was last year. This estimate includes the logs cut for the Ashland Mfg. Co. This company cut about 35 millions last season. This season it is estimated that they will cut only from 12 to 15 millions, but at the close of last season they had about 19 millions in the boom. The mill was shut down for some little time, but is now running part of the machinery, and from three to five car loads of the product are being brought to this city by the Bangor and Aroostook railroad each day.

Among the well known Aroostook county operators are the following: J. A. Laliberte, who is lumbering on Fish river waters, will cut about three millions; W. H. Cunliffe's Sons will cut from four to five millions on the Allegash; John Sweeney will cut about four millions on Big Black river; O. H. Dickey will cut from four to five millions on the Allegash; James Yerxa will cut about two millions on Fish river; Page & Mallett will cut from five to six millions, mostly on Red river; John S. Stevens will cut about three millions on the upper St. John waters. There is an abundance of snow and about all the teams are engaged in hauling from the yards to the landings.

It is altogether admirable when a man, by dint of sheer will, wrings a fortune from niggardly circumstances. The world is full of instances where men have done this, but never in history was this accomplished by a weak and unhealthy man. Ill-health not only weakens every physical function but every mental faculty and every moral quality.

If a man will stop and reason for a moment, he does not have to be a physician to understand the causes of impure blood, or its far-reaching effects. When a man's digestion is disordered, his liver sluggish, his bowels inactive, the blood is deprived of the proper food elements, and the sluggish liver and bowels supply in their place, the foulest of poisons. The blood is the life-stream. When it is full of foul poisons, it carries and deposits them in every organ and tissue of the body. Bone, sinew, muscle, and flesh-tissue, the brain cells and the nerve fibres are all fed upon bad, poisonous food. Serious ill-health is bound to result. The man is weakened in every fiber of his body. He is weakened physically, mentally and morally. He suffers from sick headache, distress in stomach after meals, giddiness and drowsiness, loss of appetite and sleep, bad taste in the mouth, shakiness in the morning, and dullness throughout the day, and lassitude and an indisposition to work. Sooner or later these conditions develop consumption, nervous prostration, malaria, rheumatism, or some blood or skin disease. Dr. Pierce's Golden Medical Discovery is the best of all known medicines for ambitious, hard-working men and women. It is the great blood-maker and flesh-builder. It makes the appetite keen and hearty, and the digestion and assimilation perfect, the liver active, the blood pure and rich, the nerves steady, the body vigorous and the brain alert. Where there is also constipation Dr. Pierce's Pleasant Pellets should be used. Both of these great medicines are for sale by all medicine dealers.

MOTHER GOOSE DEFENDED.

(New York Sun.)

A writer in the Outlook is in favor of feeding the minds of children with serious poetry, of substituting Longfellow and other bards of name for Mother Goose. We are ready to maintain against a world in arms that as an introduction to poetry, prosody, music, mythology, folklore, history, comedy, tragedy, geography, astronomy, natural history, and all arts, sciences and trades, and to soothing sleep and delightful dreams, the collected works of Mother Goose are superior to those of all the other poets in the world. They are an encyclopedia. Both in their obvious and their allegorical significance, they are rich and full of matter. Thousands of people puzzle and suffer over the "Divine Comedy" who have never mastered the works of Mother Goose. The wisdom of many generations is condensed in her. It will be many generations before a book more valuable will appear. Anybody who has been brought up on Mother Goose's melodies has had a good education.

In the whole gallery of fiction where are there clearer-drawn or more interesting figures than those that throng her immortal pages? Why, Jack Sprat is worth a hundred thousand of the puling paretics of the Neurotic-Idiotic School; and we wouldn't swap the Cow that jumped over the Moon for all the philosophers from Pythagoras to Nietzsche.

WESTERN LIBERALS ARE MAD.

In Open Rebellion Owing to the Yukon Railway Deal.

WINNIPEG, Jan. 28.—If the voices and votes of the seven western Canadian liberals prevail, the deal between the federal government and McKenzie and Mann will never pass parliament. These seven members have been revolting of late on account of the alleged high-handed and impolitic acts of the minister of the interior. Now they are in open rebellion against the whole government. Your correspondent has this on the best authority, and if the terms of the railway deal are not modified very considerably, one member at least will either join the coalservatives or go on the independent benches. "It it either a witless blunder or wilful plunder," said one M. P. today. "It is the most barefaced attempt to rob the public ever perpetrated in Canada," said another. "It will put a stop to prospecting in the country, or the government will have to send an armed force to protect the rights of the contractors. The miners will never consent to the capitalists coming in and depriving them of the benefit of their work and discoveries, and if they resist the sympathy of all the people of Canada will be on their side. It would be insane to suppose that if a prospector, after two or three years' work, makes a rich strike, he will hand his claim over at the bidding of McKenzie and Mann without a struggle, and hundreds of men will quickly rally to his support. While spring suddenly, no doubt the scheme has been hatching some time. Western men will not support it, and sufficient honest eastern representatives will join them to defeat it, and the government, too, if necessary."

SHIP CANAL RETURNS.

The returns of the traffic on the Manchester ship canal during the past year show that the total weights were as follows:

Inwards (tons), 1,053,637; outwards, 646,962; barge carried, 365,336; total, 2,065,935.

In 1896 the total was 1,826,237 tons, so that last year shows an increase of traffic of 239,698 tons.

JUST ONE MORE QUESTION.

(From the Brooklyn Life.)

Bobbie—Momma, what makes you so cross

Mother—Because, my son, you ask so many questions.

B.—And won't you be cross if I don't ask any more?

M.—No, my son, that will make me quite cheerful again.

B. (after a short pause)—Momma?

M.—Well, Bobbie, what is it?

B.—Are you cheerful yet?

M.—Fairly.

B.—'Cause I wanted to ask what you suppose makes grown-up people so cross when you just ask a few questions that don't hurt nobody.

ALL HE HAD.

(From the New York Journal.)

Short—Here is another account of a man being held up and robbed of a large sum of money. Serves him right for being such a fool as to carry the money on his person. Now, I make it a rule never to carry more than $5 in my pockets at one time.

Long—What would you do if they raised your salary?

SERVED HIM RIGHT.

Brown—I hear that Green's wife is leading him a merry pace.

White—Let's see; she's his third wife, isn't she?

Brown—Yes.

White—Well, I've no sympathy for a man who doesn't know when he's got enough.—Chicago News.

LATE ROBERT RANKIN.

Death of One of the Most Prominent Shipowners of Liverpool.

Born in New Brunswick and Early in the Forties He Came to This Country.

(Liverpool Journal of Commerce, Jan. 21.)

Death has removed one who has been for many years prominently identified not only with the commercial life—in its broadest sense—of this city, but also far beyond its confines; in fact it would be difficult to accurately define where this deceased gentleman's influences began and where it ended. Who in Liverpool could fail to have some knowledge of Robert Rankin, the gentleman alluded to? He was a typical merchant of the last generation, and there were very few men better known about 'change, the docks, and lumber yards, or whose judgment in commercial matters was riper and more valued.

The late Robert Rankin, who died yesterday at his residence, Fulford park, aged 67 years, was born at New Brunswick, and early in the forties came over to Liverpool. In due course he entered the office of Rankin, Gilmour & Co., his uncle being the Liverpool partner. He threw himself with vigor and enthusiasm into commercial life, and thus early was exhibited that perseverance and tact and shrewdness which were but the stepping stones to his great success. In 1861 he was admitted as a partner into the firm, as also in the Glasgow house (Pollok, Gilmour & Co.) and the London firm (Gilmour, Rankin, Strang & Co.), and he thus continued until about fifteen years ago, when he was released from that very active share in the ordinary routine of the business which he had at all times displayed. It was only in the natural order of things that others were anxious to obtain the benefits of his wide experience and acumen, and hence we find him figuring upon the boards of several important public companies. And in this respect many a director might with advantage take a leaf out of the book of the late Robert Rankin. Such positions to him were not of the sinecurist order so frequently affected; to be a member of a board was to the deceased a most respectable undertaking, and few have shown more regular attendance to such duties, or striven more loyally to fulfil those obligations inseparable from such positions. He had been a director of the Pacific Steam Navigation company for a number of years, and for the last few years he had filled with conspicuous success the chairmanship of this powerful and well managed concern. He was one of the founders of the Standard Marine Insurance company, and had always been a director, and a few years ago he was appointed a director of the Midland railway, in which he had always been keenly interested. He was also from 1875 to 1891 a member of the Mersey docks and harbor board, and the appreciation in which he was held by the members is well indicated in the reference made yesterday to the deceased by John Brancker and reported elsewhere. Our readers can well appreciate the changes that have taken place alike in business firms and in the nature and manner of conducting business affairs that the subject of our memoir witnessed. His sphere of action was coeval with that of the late Sir Edward Bates, James Bland, Edward Chaloner, John. Farnworth, Charles MacIver, Ralph Brocklebank, George Bahr, Thomas and James Harrison, and many others. In 1862 he married a sister of Sir Donald Currie and of Mrs. David Jardine of this city. She died, however, within a year or two of her marriage, leaving issue one daughter. Though in politics a conservative, he never took any active part in parliamentary or municipal affairs. He was, however, a member of the Constitutional club, London, and of the Conservative and Palatine clubs in Liverpool. Throughout his business career he maintained a high sense of what is, or should be, expected from a man in business, strict in all his dealings, he was never overreaching. A sound, shrewd man of business, with a kindly heart, and detesting all ostentation, he had his own way of doing much that was considerate, and there are many indeed who today and in the past could testify to his liberality and charity.

At the weekly meeting of the Mersey Docks and Harbor board, Jan. 20th, J. Brancker, the chairman, said: "Before commencing the general business of the board, I wish to refer to the death of a former colleague of ours, Robert Rankin, which took place yesterday morning after a long and serious illness. Although it has not been our custom at this board to refer to the loss by death of those gentlemen who were once our colleagues, yet the name of Rankin has been for so long associated with this board that I think an exception might be made in this case, Mr. Rankin being so well known in commercial circles in Liverpool, who for sixteen years was a member of our board, and did much efficient service in connection with the work of the board, and, moreover, whose uncle and namesake was associated with the management of the estate before the trust created, and was second chairman of the board for 12 months, and for 24 years connected with the board more or less. Under these circumstances on behalf of the members of the board I wish to express our sincere regret at the news we have heard."

A THROBBING HEART

is caused by wrong action of the heart, and can only be cured by correcting and regulating its working. Milburn's Heart and Nerve Pills do this. Here is the proof: Mr. John Griffin, St. Lawrence Hotel, says: "They cured me of nervousness, throbbing heart beat, dizziness and constant headache. My heart beats as steady as a clock now."

LONDON.

Meeting of the Dominion Atlantic Railway Company.

LONDON, Jan. 20.—A special meeting of the shareholders of the above named company was held at the office, Great Western street, on Friday, F. Tothill in the chair.

The general manager, W. R. Campbell, having read the notice convening the meeting and the minutes of the last general meeting,

The chairman said that the next business was the resolution as to the creation of £150,000 of further second debenture stock. He explained that the additional capital was required for accommodating the traffic and adequately providing for the development of trunk business and generally for the progress of the company. His colleague, Mr. Ronald, had just returned from Canada, and had visited their property.

T. R. Ronald addressed the meeting, and said that he found their line, rolling stock, and property in first class condition. He saw extensive evidence of a very large volume of business.

Mr. Sopper expressed the opinion that in incurring the additional interest which this proposal would do, the charge would be much more than covered by the additional traffic brought to the line. As to the stocks behind this one, this £150,000 would earn a good deal more than its own £6,000 a year—something more to reinforce the preference stock and not forgetting the ordinary stock. When one considered the position of the ordinary stock, and that an increase of only £11,500 a year would give 5 per cent. on that stock, it could not be a disadvantage to it to spend money on the property.

W. R. Campbell (general manager and secretary) then said: I have little to add to what has already been said, but I may be pardoned emphasizing one point to which some reference has been made—I mean our trunk traffic. This business simply means that, in addition to the local business we have been gradually building up, we shall have more passengers and more freight to fill the trains we have to run daily. It is a business which will not only pay the interest on the present capital which we require, but will make more profitable still the capital you have already invested from the first year of the railway's operations. It is a business which is large, permanent ,and growing.

The chairman then moved:

1. That the directors of the company be and are hereby authorized to create and issue £150,000 £4 per cent. second debenture stock of the company in addition to the existing £100,000 like debenture authorized by resolution of the special meeting held on March 17th, 1895, and as further part of the £440,000 second debenture stock therein mentioned, and so as to be entitled in all respects to rank equally with the said existing £100,000 of like debenture stock and to the benefit pari passu therewith of the charge created by the trust deed April 17th, 1896, for securing such second debenture stock, and upon all other the special terms and conditions set forth in the said resolution, but so that no further additional stock shall be created without the sanction of a special meeting of the company convened under and in accordance with the Railway act.

2. That the said additional amount of second debenture stock hereby authorized be created and issued by the directors and when they shall think fit, and be disposed of by them to such persons at such price or prices, times, and manner, and on such terms and conditions as the board may hereafter determine.

Mr. Kemp seconded the resolution, which was thereupon unanimously adopted, and the proceedings terminated.

DEPENDING ON BRITISH COAL.

Without It the German Fleet Would Be Powerless in Chinese Waters.

The Japan Mail comments as follows on one phase of the German seizure of Kiaochou: Now that China has agreed to negotiate, leaving the Germans in possession of Kiaochou pending a settlement of claims, allusion may be made to a phase of the affair which seems to have either escaped attention or been left purposely unnoticed. Suppose that China had declared war in consequence of the violation of her territory, and then quietly folded her hands and left Germany to work her will. What could the German squadron have done? Its potentialities for raiding the coast of China would have been stunted to the quantity of coal now in the bunkers of the ships. Fresh supplies could not have been obtained. Moreover, the squadron of German cruisers now en route for the east must have stopped on the way; all the coaling stations would have been closed to it. It is at a crisis like this that the immense advantages possessed by a power like England in the east becomes appreciable. People talk of a combination on the part of France, Russia and Germany to partition China. Assuredly the presence of France in such a combination would be essential, for without her Tonquin mines, the ships of the allies would be powerless. Even with her Tonquin mines, however, the coadjutors would fare ill. To have to go such a distance for coal would be bad enough, but much worse would be the fact that access to the solitary coaling station could easily be prevented by Great Britain. If, at the same time, England and Japan were allies, sorry indeed would be the plight of their enemies.

The Germans at Kiaochou appear to be drawing their supplies from Shanghai at present—an extraordinary phase of modern naval operations, it must be confessed; a foreign power making a foreign settlement in China its basis of operations for a hostile seizure of Chinese territory. How the steamer, or steamers, that act as tenders for the German squadron manage to obtain their clearance from the imperial Chinese customs we are at a loss to conceive. The inevitable contempt for China that all these proceedings evince is paralleled only by her own utter incapacity to resist them. Will she ever awake? One imagines that a slumber so troubled as hers must have quite ceased to be enjoyable.

CALLED THE SPEAKER TO TIME.

A colored evangelist who was soliciting subscriptions for "de po' heathen sinners what live 'cross de ocean" said in the course of his remarks:

"Yes' think er dem, dear brotherin'—dem po', benighted people—goin' erouu' stark naked, in a climate dat's ez hot ez de place whsr lots er you is gwine ter! Not a stitch er cloze ter der backs!"

But just here an old deacon arose and said: "May I ax der brudder one question?"

"Yes, suh; ez two, ef you likes."

"Well," exclaimed the deacon, bringing his first down on the new railing, "what I wants ter know is dis: What does dem naked heathen want wid cloze in a climate ez hot as dat? In my opinion, what dey raly needs mos' is umbrellas!"—Atlanta Constitution.

Latest news in THE WEEKLY SUN.

THE STICKEEN RAILWAY.

Onlooker's Letter in the Ottawa Citizen on Letter of the Contract.

Messrs. McKenzie and Mann Given One of the Most Gigantic Monopolies Ever Bestowed.

The Stickeen railway contract is dissected in an admirable paper in the Ottawa Citizen, over the signature of "Onlooker." After referring to the manner in which the contract had been disposed of on the eve of the session of parliament, and referring to the light way in which the ministers speak of the concessions as involving no expense, Onlooker proceeds:

For the building of 150 miles of railway forming as it were a connecting link between two natural highways—one an ocean highway of say 800 miles in length and the other a river highway of about the same length—a railway which must carry and at highly remunerative rates all the mighty stream of human and material freight which is but beginning to pour into the richest gold country in the world, and which must be commercially profitable from the moment it is built, this country delivers up to Messrs. McKenzie and Mann one of the most gigantic monopolies ever bestowed, to wit, 3,700,000 acres of selected gold lands in the Klondike and Cassair district free of taxes and of all working conditions. These lands will not be taken hap-hazard, but will be selected on placer creeks and quartz leads as a powerful and active company knows so well how to do. It is difficult to estimate the value of this tremendous concession. One gulch such as the Bonanza or El Dorado creeks would bring in with a minimum outlay scores of millions of dollars. In this given area of 3,750,000 acres, how many such finds may become the property of those two gentlemen! And besides there are the inevitably rich lodes from which the wearings and washings have come. Nothing, say, the ministers! Go to the real estate owner, and say to him: "Now, sir, I am not going to ask you for a single penny, but I will take from you 1-10 of all your landed estates," and then expect him to praise you for not having burdened him by a single penny!

But more than this. All other prospectors and workers of mineral lands have to pay from their increment ten per cent in royalty to the government. If their claim yields $100,000, $10,000 goes to the public treasury; if a million, $100,000 must go to the government. But these favored gentlemen have given them 3,750,000 acres of picked mineral lands, and when they work it they pay back one per cent in royalty to the government. If they take out a million in a year or less they pay not $100,000, but a paltry $10,000 into the treasury. Why? And no answer comes.

I venture to say that $5,000,000 will easily build and equip this road. The interest charge on this will be, say, $200,000 yearly. It is estimated that 200,000 people will go into the Yukon this year and twice that many next year. The contractors will have three months' full navigation and operation this year. Suppose this fall they take in and out 50,000 people and offering freights. This would bring them this season at least $500,000 for passengers and probably $250,000 for freights on the basis of $10 per passenger, or six cents per mile. Seven hundred and fifty thousand dollars is a big return for profit on an outlay of $5,000,000 and working expenses of 150 miles of railway. Next year they will probably carry 200,000 passengers in and out. This would, at $10 per head, give an income of $2,000,000 from passengers alone. Vary this calculation as you may, cut it down or increase the estimate, and it shows you that no more paying franchise could be obtained than the bare privilege of building and operating this road.

But more still. They get a monopoly of this transportation for five years! For five full years no other railway shall be permitted to be constructed from the Canadian boundary line, or Lynn canal, into the Yukon. For a coast and boundary line of over 1,000 miles not a rail shall for five years be laid to compete with Mann & McKenzie. No matter what eligible passes may be discovered, no matter what citizen may wish to build and engage in lawful transport, there stands the flaming sword of the government flashing in the monetary defence of Mann & McKenzie. The mere statement of this monstrous proposition instantly condemns it. No such monopoly has ever been given or dared to be proposed in Canada. My humble belief is that none such should be allowed. Parliament is yet to be heard from. But a liberal (?) government have proposed it—bound themselves by contract to maintain it.

Worse still, if worse there could be. The government have undertaken to bind parliament for ten years to a preference for Mann & McKenzie for any railway between Stikine river and any ocean port in B. C.—promising aid to them and prohibition to all others. That is, if Mann & McKenzie construct a railway from this railway on the Stikine through the Cassiar district south to an ocean port, they, and they alone, shall have government aid, and they have an exclusive option and monopoly of this all-rail route for ten years from September 1, 1898. Again, the mere statement of the deal is its utter condemnation.

Indefensible as these monopoly conditions would have been had they been determined on, and then thrown open to public competition; now when secretly and suddenly bargained for by two contractors and thirteen members of the government, the compact is in this respect utterly and absolutely indefensible.

WHERE HE MISSED IT.

"Our only regret," said the editor of the Whangville Clarion, in his valedictory, "is that when we came here we didn't start a sewing circle instead of a newspaper. It would have supplied the people of this town with all the facilities for the dissemination of news they appear to need, and would have saved us six weeks of hard work and $327.50 in hard cash."—Chicago Tribune.

FIRST PA

THE SAGA

The Reporter is Keep His Hair

Mr. Paul and Newel Heavy Load o

A Question of Freight Rates Animated Discu

"Mr. Paul," said "wasn't it understood b you were to deliver rabb at one cent each?"

"Yes," replied the sag so."

"Well, sir, the last f was presented to me and a half on each rabb

Mr. Paul seized a cap, jammed it down o er's brows, caught up spruce boughs, and beg with great vigor.

"Keep your hair dow "Be calm! Keep cool some fits here!"

"I'll give you fits if careful," replied the re off the cap and seizin "What's the matter w

"Now sh-h-h!" sooth sagamore. "Don't you good little boy. Do!"

"Are you drunk?" r porter, "Or am I? Do and sit down there—or ribs."

Mr. Paul sat down.

"Now," said the rep my question. Why ha the rate on rabbits?"

"I didn't," replied Mr here—he's got charge o him full charge."

"There is no doub charge," growled the re to pay it in full. Here to Newel—"what made rate?"

Newel looked at Mr. P over close to him.

"Tell him you didn't Paul to Newel, in an was not so low but the hear it.

"I didn't do it," pro Newel.

"Tell him it was Pete Mr. Paul, in the same

"It was Pete," echoed reporter.

The reporter turned

"So you are the par tucked on an extra half

Pete looked very muc who was going to tell t this matter, but Mr. Pa again became audible.

"If you open your m Paul, "I'll cut your thea

Pete's jaws became and the reporter was moved over close to Ne

"Look here, Harris—I just between you and Mr. Blair—I mean M yourself fix up that litt est Injun, now—didn't don't speak square—I'll mumps."

Mr. Paul saw the repo movement, and sent the stick forcibly against That worthy turned a able eye on the repor more echoed, "It was

"Well," said the repor the young man's merve me to be in striking co body else's incapacity But when do you pr business principles to t fic, Mr. Blair—I mean No, no—I mean Mr. Pa names will come to a m isn't it? But I want to now that I won't pay more. I'll handle no m

"You kin," said M rate's been cancelled."

"And the old one res

"No," replied the yet."

"Then there isn't a now," said the report charge what he likes—

"Don't you have any Mr. Paul. "It's all righ

"Oh, yes," said the re right. Of course it is— ness principles. Busine Say—do you know wh think that as the head ation service you and fit to carry offal to a b

"You wait," said M us chance to show wha

"You wait," said N chance to show what

The reporter turned if he had anything to Paul's eye was on Pe eye was on Pete, and The reporter went over

"Pete," he said, "wh of the tribe get you send you out into where other scapegoats you will be able to dum find good pasturage. sympathy. As for you, Paul—"you advise me t is not necessary for y that advice. You'll enough. Just wait till I'll give you a frosty keep you in cold st years."

With which declarati pulled aside the blank out of the wigwam.

All Fools' day is 200 "Clavis Calendaria," publi tions that more than a ce almanac designated the is Fools' day."

18 YEARS TOWN

Mr. B. Knisley, He holds the record of hav constable for 18 years says: "I was cured o bladder weakness by Doan's Kidney Pills. rise five or six times accoount of bladder w pills entirely did away noying symptom. I mend them for all kid troubles."