THE YUKON DEAL.

It Was the Subject of Discussion in the Commons.

Hon. Mr. Blair Completely Fails to Justify the Bargain Entered Into.

Minister of Railways Cornered by Hon. Mr. Foster and Becomes Very Angry—Blair Says He Has No Interest in the Contract.

OTTAWA, Feb. 8.—The "iniquitous" Yukon deal, as Clarke Wallace termed it, was the piece de resistance in the house today. Hon. Mr. Haggart designated it a monstrous job, and these two frank statements fairly voice the feelings of the opposition regarding this contract. One thing the discussion clearly brought out, and Hon. Mr. Blair, unfortunately for the country, had to admit it. The boasted all Canadian route is not all Canadian, but, on the contrary, the Canadians will be at the mercy of American customs officials when they come to transfer from ocean steamers to the Stikeen River craft at Wrangle, the American port at the mouth of the river. Hon. Mr. Blair spoke lengthily and warmly on his subject. He claimed that the discoveries of gold on the Yukon necessitated prompt action on the part of the government. It was estimated that from 50,000 to 250,000 people would be making their way into the Yukon this year. That meant the transportation of from 50,000 to 250,000 tons of supplies if all were to be fed. Under these circumstances the government thought it incumbent upon them to take the question up immediately, and not wait for parliament to meet. The handfull of Mounted Police would never be able to deal with the condition which would arise did a shortage of supplies come about. There would be murder, and such a perfect carnival of crime as could not fail to reflect on the character of the government and the people of Canada. Again, there was the question of securing the trade of this country to Canada. And with this situation confronting them the government could not wait until too late to act for this year, lest it should invite condemnation of the details of its plan. He therefore asked both branches of parliament to approve the government's action. The reports of the officials upon the various routes had been made, Mr. Jennings' final report not until January. These showed that there were but five practicable routes. First, the Skagway or White Pass to the Hootalinqua River, 123 miles; second, the Chilcoot Pass to Fort Selkirk, 300 miles; third, through Chilcoot Pass, 110 miles; 4th, the Taku route to Teslin lake, 145 miles; 5th, the Stikeen route from Glenora or Telegraph Creek to Teslin, 150 miles, wholly in Canadian territory. All these four were rejected because they crossed a portion of territory in possession of a foreign country. Otherwise the Chilcoot could be a good one. The Teslin Lake route was therefore adopted. To use it, ocean steamers will go as far as Fort Wrangel.

Mr. Foster—"And in what territory is Fort Wrangel?"

"In territory claimed by the United States," answered Mr. Blair.

"Then," pursued Mr. Foster, "will the customs regulations of the United States not apply to transhipment at that port?"

Mr. Blair didn't know.

"Had the minister taken the opinion of the law officers of the crown on the question?" asked Mr. Foster.

Mr. Blair hadn't, but he knew that by treaty we had the right of free navigation of the Stikeen River equally with the United States.

Mr. Foster asked, had the hon. gentleman obtained on official statement from the United States government as to what would be their rights or claim?

Mr. Blair had not done that either, but he believed it would be all right. Some people blamed the government for not asking for tenders. In the time at the government's disposal it was impossible to do so. The very suggestion was childish, he said, it was absurd, it would have made the government a laughing stock to ask for tenders. There were several offers before the government.

"What were they?" asked an hon. member.

Mr. Blair replied that unfortunately he wasn't in Ottawa at the time and didn't exactly know. He went on to say that McKenzie and Mann favored the Chilcoot route, but that would take two years to build, and the government forced them to adopt the Stikeen route. Then, as to the conditions of the contract, there was: 1st, to be a sleigh road built within six weeks, and a narrow gauge railway was to be built by the 1st of September. It would probably cost $25,000 a mile, but nobody could tell.

Mr. Foster enquired if, after having had engineers go over and examine this route, the hon. gentleman went on to bargain for the construction of a railway without an engineer's estimate of its probable cost?

Mr. Blair had not obtained any estimate, he said.

"Did the minister ask for it?" enquired Mr. Montague.

"No," replied Mr. Blair.

He further explained that not being in Ottawa at the time he didn't know about the details of the question.

"Then," observed Mr. Foster, "somebody ought to be introducing the bill who does know something about it." (Opposition cheers.)

"There was a deposit," Mr. Blair continued, "of $250,000."

"On which we pay interest?" asked Mr. Foster.

"Yes," replied the minister, "and we get interest on it also, but perhaps the minister of finance ought to introduce the bill so as to explain this feature to the honorable members."

The company were to get 25,000 acres per mile for the road, in alternate blocks of three by six miles. Eight of such sections would have to be taken, subdivided into eight lots of three miles by six, so that each alternate one of these would be kept by the government. Any recorded claims of free miners, however, would be exempted. The company would send out its prospectors, and when they reached a desirable place they would fix a post there, and from that post would be drawn a base line, running north, south or east and west as the case might be, and along that line lands would be surveyed out to them.

Hon. Mr. Blair made much ado over the reservations from the grant, and grew rather angry when the admission was wrung from him by Hon. Mr. Foster, that the waters exempted were only the navigable waters named in the contract and composing only the water routes to the Klondyke.

Hon. Mr. Blair grew so angry that he opened on Hon. Mr. Foster most savagely. What was ten or one hundred thousand acres compared to the millions of acres of gold lands in the Yukon? Only small souls would stop at a small thing like that, and irresponsible people talked of this subsidy being worth fifty millions of dollars. Who would not buy a bond of a company at ninety. He hoped the company would make money out of it. He hoped they would succeed in spite of the opposition, who wrote to the newspapers as "Onlooker," and who when not engaged in haggling like a vestry clerk over a five dollar expenditure was slandering better men than he ever dared to be. (Government cheers). Men who value their character in the community and set quite as high an estimate on their moral standing.

"I haven't," he said, "a dollar of interest in the contract, any more than has the leader of the opposition, and I believe on my soul that he hasn't a dollar in it."

Hon. Mr. Blair went on to pass a strong eulogium upon the breadth of mind and sturdy liberality of Sir Charles Tupper, and was glad that some of his followers, too, favored the principle of constructing this railway.

"Has the government," asked Hon. Mr. Foster, as the minister paused for breath, "Has the government placed any value at all per acre on the 25,000 acres per mile, that is deeded away in this contract?"

Hon. Mr. Blair's only reply was to ask in turn if Hon. Mr. Foster had placed any value upon it.

Proceeding to describe the contract, Hon. Mr. Blair said in accepting this land subsidy the company took all the risks and would continue to pay one per cent. royalty on their gold output, even if the royalty clause were dropped from the general mining regulations. Clause four, which he supposed would be called the "monopoly" clause—(hear, hear)—would, when properly understood, be found not to be a monopoly at all. In fact the government forced it on the contractors, to provide against the competition of other companies building in from the coast, and was necessary in order to get Mackenzie and Mann to adopt this route. It did not of course apply to the two existing charters (excepting that the companies owning them can not get a bonus) nor to the Edmonton route.

By clause six the government fixes the tolls on the road, but has not done so yet.

Clause 10 relates to the deposit of $250,000 (which has already been made) as security, the same to be returned when the road is "completed and equipped."

Hon. Mr. Blair contends the arrangement regarding the land subsidy agreed upon would ensure the government's equal participation in the riches of the country. The blocks into which the land selected shall be divided are to be not less than three miles in one direction by six miles in the other, eighteen square miles in all. Not less than eight of these blocks or locations can be taken in any one selection, and of these eight the four even numbered shall belong to the government and the four odd numbered locations to the company. The whole block in any one locality must therefore be one of 24 miles in one direction by six in another. Extent of subsidy was 5,760 square miles.

The beds of the principal navigable rivers, the Yukon, Lewis and Hootalinqua, as well as of the navigable lakes, Teslin, Bennett, Tagish, Labarge, and Marsh, and twenty-five feet of their shores are exempted from the location by the company.

By clause 13 the company is given three years within which to pick out half their lands, and six years in which to choose.

Hon. Mr. Blair concluded by expressing his conviction that the contract would commend itself to both houses of parliament.

Mr. Haggart characterized the bill as one of the most extraordinary ever introduced in parliament. Perhaps that was the cause of Mr. Blair's warmth and his testy criticism of the members of the opposition. First to the necessity of the communication with that country, perhaps Mr. Blair had made a case as to that, but when it came to a choice of routes it was interesting to note that it was chosen because the others necessitated going partly through American territory, and yet this route necessitated the right of a Canadian vessel to lighter into another Canadian vessel at the American port of Wrangle. Now the United States insisted on making the customs regulations of the Stickeen as we insisted as to the St. Lawrence. Would we allow an American vessel, coming down through our canal, to lighter her cargo into another American vessel, say at Montreal, without being subject to our customs regulations? Certainly not. Neither would the Americans allow it at Wrangle. (Hear, hear). Now as to the necessity for this large subsidy the very estimate of the immense traffic it would carry was the best reason on earth for making the grant as small as possible. And what kind of a road? A temporary road, as the premier stated, a narrow gauge railway which the contractors could construct as they please, and it was understood the contractors had purchased the Calt narrow gauge railway from Lethbridge to the United States boundary, and would use the old rails of that route, about 30 pounds to the yard, and would run the old locomotives over it. (Hear, hear).

Dealing with this subsidy of 3,750,000 acres of land, the minister of railways asked what it would amount to compared with the vast area of the Yukon and the Cassian. But the true comparison was not with the total area of the country. It must be made with the gold bearing area, it is supposed to contain, and from what was really known of the territory this subsidy meant the gift of half of the gold locations in it. What, asked Mr. Haggart, will be left for subsidizing the Edmonton route, for aiding the construction of the southern extension from the Stickeen River to the British Columbia coast, after giving half the vaulable territory in the country for the building of a tram-way? (Cheers.)

Mr. Haggart contended that while doubtless Messrs. Mackenzie and Mann were responsible men, there were a score of other contractors who could have built such a road, and if there was not time to advertise for tenders these men should have been asked by telegram to make their offer. It would have been as easy to deal with ten men as with one, and even it was built this precious tram-way would not belong to the government, but to the company, nor was there anything to bind them to run it for more than a year. The whole proposition was too ridiculous. Could not any company in the world given the choice of 150,000 acres in the gold region of the Yukon raise the capital to build this one hundred and fifty mile road three times over?

Everybody knew that. It was simly a monstrous proposition, and he would venture to say that no such bargain would ever pass the parliament of Canada, and no member who valued his chances of re-election would ever vote for a bill of that kind. (Cheers.)

As to the boasted reservation of the waters of certain streams the grandiose allusion to it by the minister of railways was ridiculous. The streams reserved were the large navigable streams and lakes of the country used as routes of travel. It was not on these that gold was found, but on the small creeks and streams like the Eldorade, the Dominion and other rich placer streams, tributary to the navigable waters. It was along these that the company would pick and choose their thousands of miles. (Prolonged cheers.)

Mr. McMullen accused the last speaker of exaggerating the proposition of the gold territory alloted to the contractors. For himself he considered the urgency of the situation justified the bargain.

N. Clarke Wallace expressed regret that the bill had been brought in with such meagre information as to the deal. He did not envy the members on the other side, for he knew some of them were burning today with the wish to be free, as in the old days of opposition, to denounce this deal.

Names—Yes, he would name Messrs. Charlton, McMullen, Fraser and even Mr. Paterson himself. The bargain looked bad enough from the Globe's advance poster, but the "explanation" of Mr. Blair gave even a better idea of its enormity. It had not even the excuse of being an all-Canadian route, for the American officials would certainly exercise customs control over the traffic at Wrangel. He was proceeding to criticize the silliness and the useless expense of the Walsh expedition when six o'clock was called.

After recess Hon. Mr. Wallace continued his speech, severely condemning the contract.

Morrison of British Columbia accepted the bill, monopoly clause and grant and everything.

The debate was continued by Messrs. Montague and Robertson of Toronto, both of whom strongly arraigned the government for their undue haste in this matter and imprudent bargain they had made. The bill was then read a first time.

NOTES.

Sir Charles Tupper then rose to a question of privilege to call attention to Mr. Laurier's reply to the question in the house yesterday regarding the governor general's speech at the National club in Toronto. Sir Charles quoted from the constitutional authority to show that when a governor general gave utterance to the views of public questions his responsible advisers must accept the responsibility therefore. If they could not do that then it was their duty to resign; that his excellency could get advisers who would.

Sir Wilfrid Laurier said he had no objection to the constitutional doctrine which Sir Charles Tupper had just stated. But upon this occasion Sir Charles was trying to raise a tempest in a teapot. He (Laurier) had carefully read the speech of the governor general, and did not think it bore the interpretation that his excellency has descended into the political arena. But putting the most unfavorable interpretation upon it the government were prepared to stand by every word the governor general had said as being in every particular true and correct.

The house then adjourned.

OTTAWA, Feb. 8.—The legislative council of the dominion alliance met today to discuss the prohibition question. The concensus of opinion was that the plebiscite should be on the straight question of prohibition and should not be mixed up with the question of direct taxation. A committee was appointed to interview the government on the subject immediately.

The deputation saw the premier tonight and laid their views before him. Premier Laurier in reply said all the government desired was to get an honest expression of opinion. There was no disguising the fact that if prohibition was adopted the revenue would have to be made up. The government had not yet made up its mind as to the particular form in which the question should be put, and the views of the deputation would receive careful consideration.

The senate spent the afternoon discussing the address. Sir Mackenzie Bowell said the subsidy given to Mackenzie and Mann showed wanton extravagance on the part of the government. A case for urgency was not made out.

Hon. Mr. Mills made a somewhat startling announcement that there were special reasons of the state for rushing this railway. If the senate knew all the facts not a dissentient voice would be raised.

Mr. Bowell remarked that this information should be forthcoming, but Mr. Mills said he was not in a position to give it. Mr. Mills' statement is the talk of the lobbies and is thought to be very significant. It is said the government fears lawlessness in the country, and will send more police in.

OTTAWA, Feb. 9.—The house is taking its first night off. The debate on the address is not disposed of, but as nearly every legislator was going to Klondyke Ogilvie's lecture at the Russell theatre it was decided to adjourn. Dr. Reid introduced his bill to regulate freight rates on railways, and Mr. Taylor his alien labor bill.

Mr. Taylor in explanation of his bill said that for several years he had introduced a similar measure. The session before last he had dropped his bill at the premier's request, and upon his promise that at the next session the government would introduce a bill similar in all respects to the American act. However, when last session came round it was found that the government had put up Mr. Cowan (liberal, of Essex) to introduce a bill similar to his, and both were referred to a committee. This compromise measure Mr. Taylor had protested against as unworkable, and so it had proved. He would like to know in how many cases aliens had been prevented from working in Canada under that bill. He now introduced a bill such as the government had proposed, an exact copy of the United States alien labor act. It was what the working men of Canada wanted, and he hoped the house would pass it. (Applause).

The bill was read a first time, as was also Mr. Penny's bill to make federal election days statuary holidays.

Mr. McMullen's bill to authorize the appointment of a board of civil service supervisors was read a first time, as were also the bills by Mr. Penny to amend the criminal code respecting cruelty to animals, and by Mr. Britton to amend the criminal code in respect of corroborative evidence, and appeals for new trials. Mr. Britton's bill if carried will strike out of the criminal code the section under which Mrs. Sternaman was granted a new trial.

Upon the orders of the day being called Sir Charles Tupper drew the government's attention to the fact that the Yukon railway bill was characterized by an important omission. The object of the supporters of the measure was to provide an all Canadian route. It was therefore necessary that it should be stipulated in the bill that the charter should not pass into the hands of foreigners.

The premier could not promise further than that the matter would be considered by the government.

Mr. Davin spoke for two hours on the address, criticizing the government's trade policy. He condemned the Yukon deal, which he said was arranged to provide funds to pay grit debts incurred during the last dominion elections, and which were not yet paid. The deal was in progress when the liberals tried to capture Toronto by acclamation.

Mr. Bennett moved the adjournment of the debate, and at six o'clock the house rose for the day.

THE SENATE.

Senator Boulton, the free trade champion of the upper house, spoke on the address in the senate today. He had supported the government on its trade policy, believing it would result in the introduction of free trade. But the house might judge of his disappointment at the fact that instead of free trade, or anything approaching it, the government of Sir Wilfrid Laurier had given the country a tariff dictated by a Toronto manufacturer and retaining all the protective features of the tory tariff. However, Sir Wilfrid's later promises in England gave some hope, and Lord Aberdeen's speech at the National Club in Toronto was to his mind an official intimation from the conservative government in England that the policy of preferential tariff was impossible. The senator was outspoken in his condemnation of the Yukon deal. He considered it outrageous that the government should give away four millions of acres in the gold country for a one hundred and fifty mile tramway. In times past he had condemned the extravagance of the tory government, but no contract they had ever entered into could compare in extravagance and recklessness with this. Suppose the contractors should sell out to an American syndicate, the result would be that there would be the history of the purchase of Alaska over again. Before this contract had been entered into, he had suggested to the government the advisability of a company being organized with a capital of $20,000,000 to mine the alternate blocks in the gold belt in conjunction with the government, the company to provide railway facilities. Some such scheme would have yielded a large revenue to the country out of the land that it was now proposed to give away for the construction of a narrow gauge railway that could be built for $8,000 per mile. He was speaking in favor of the Edmonton route, for the Walsh party, when Hon. Mr. Scott interrupted to say that he would never have got in by that route. Senator Boulton said he knew the country, and if the government would give him a letter of credit to the Hudson Bay Co. he would guarantee to get to Dawson City in six weeks.

NOTES.

Hon. William Pugsley is in the city in the interests of a railway which it is contemplated to build from Edmonton northwesterly through Peace river country towards Dawson City. Three other syndicates are asking for charters over this particular route. Mr. Pugsley, however, has the advantage of them. Last year the town of Edmonton secured the only existing charter from parliament for their route, and this Mr. Pugsley has bought. There will be stirring times in the railway committee when the question comes up for consideration. Doubtless with Mr. Blair's assistance Mr. Pugsley will be able to secure the monopoly of this route for a sufficient length of time at any rate to enable him to finance the scheme.

The conservative caucus held in room 49 this morning was characterized by the utmost harmony. Senator Perley presided, and there was a large attendance of opposition senators and members. Speeches were delivered by Sir Charles Tupper, Sproule, Clarke, McNeill, Haggart, Osler, Cockrane, Foster, Taylor, Senator MacDonald and others, the principal topic of discussion being the Yukon railway deal. The feeling of the caucus was unanimously against the deal made by the government with MacKenzie & Mann, although the caucus recognized the importance of a speedy rail communication being secured with the Yukon with the all Canadian route. A committee was appointed to draft an amendment to the motion for the second reading of the bill.

Chamberlain's recent speech at Liverpool has put heart into the advocates of preferential trade, which, notwithstanding Laurier's defection from the cause when in England, do not despair of being able to accomplish something tangible with the mother country in the not very distant future.

Mr. McNeill, member for North Bruce, will at an early date introduce a resolution in response to and in recognition of Chamberlain's recent overtures. The resolution reads: That a customs arrangement between the United Kingdom and her colonies is advisable, by which trade within the empire may be placed on a more favorable footing than it is carried on with foreign countries.

The Winnipeg board of trade has sent a communication to Hon. Mr. Fisher protesting against the proposed prohibition of the importation of foreign fruits. The letter points out that as no pears, plums or peaches are grown in Manitoba and the Northwest, and every attempt to import fruit from Ontario or British Columbia has resulted in loss, the enactment of such a law would be a very serious matter to Manitobans. The minister of agriculture has replied. He has intimated to the Ontario Fruit Growers' Association that the prohibition of the importation of foreign fruits is practically impossible.

Casgrain will endeavor to pledge the house to the advisability of a re-adjustment and revision of the judicial salaries.

Deputations asking for appropriations for public works are arriving here daily.

KLONDYKE RECRUITS.

CHICAGO, Ill., Feb. 6.—Klondyke fever is the raging epidemic in the middle western states. It is estimated that at least 25,000 men in Illinois, Wisconsin, Iowa, Indiana and Michigan are planning to go to the Yukon this spring.

From accurate information supplied by correspondents, this estimate of the rush to the Northwest is most conservative. It is based upon actual figures of the movement of the next 15 days. It makes allowance for the vast number of prospectors and gold hunters who have not left their names or prefer to make the trial without notoriety.

Iowa leads the list. Information comes from Des Moines that fully 10,000 men in that state have declared their Klondyke intentions. Chicago is to add a big company to the fortune hunting pilgrims. Illinois has hardly a town in which there is not an association of Klondyke interests.

Wisconsin is fully as enthusiastic as Illinois. In Indiana, Indianapolis is the centre of a great Klondyke movement, Michigan has the fever badly, but not in as rabid a form as Iowa.

SAN FRANCISCO, Cal., Feb. 6.—Japan is going to invade the Klondyke. An army of 5,000 able-bodied laborers is now being got together for the gold fields, and in a month or so they will make a descent upon Dawson City. As they will not land on the soil of the United States, there will be no one to say them nay, unless Great Britain takes a hand in the matter. One of the Japanese steamers that has been carrying laborers will be used to carry the little brown men to their destination.

"Nearly all the Japanese who will go to Klondyke will come from Hawaii," said Alexander Shepherd of Honolulu, on board the brig J. C. Spreckels today. "A great many laborers in the island are getting ready to go north as soon as their contracts expire. A big syndicate in Japan is behind the scheme, and laborers will only get about the same pay as they do on the Hawaiian plantations. Overseers will go with them, and the coolies will be worked in gangs.

"Outside of these men, lots of Japs who have saved a little money on their own account in Hawaii are likely to go, and I would not be surprised to see 7,000 or 8,000 Japs stretch along the banks of the Yukon."

There are women car conductors in Chile.

The first printing press in the United States was introduced in 1629.

LETTERS FROM THE PEOPLE.

A New Brunswick Miller's Views.

To the Editor of The Sun:

Sir—The question of wheat raising and the converting of it into flour has received a good deal of attention from the press of this province ever since Premier H. R. Emmerson announced in his speech at the banquet tendered him in Saint John, that his government was seriously considering the advisability of fostering the wheat industry; and hinted that aid offered might possibly come in the form of a bonus—first to the farmer to induce him to raise the wheat, and then to the miller to induce him to fully equip his mill so as to be able to manufacture an article of flour which would compete with that ground in western mills. I have given this question some little attention, having been in the milling business for 28 years, and having handled no small quantity of wheat during that time.

In my opinion the question as to whether wheat can be raised equally as good as the western grain, is one that needs no discussion. I have seen home grown wheat very much better—that is, plumper and heavier than that brought here for seed. In fact, wheat that was brought from Ontario for seed, which was quite small and inferior looking, has produced a first class article. I have seen this present winter wheat such as I speak of, it having been sown in this county by Robert Moxon of Benton Ridge, which weighs 65 lbs. per bushel. But the greatest difficulty appears to be in keeping the wheat clean of other grains. Fully 80 per cent of the wheat we are grinding this season is very badly mixed with oats, barley, buckwheat and seeds of other descriptions. This is, however, something that can be easily remedied. The fact that some of our farmers do have clean grain proves that with a little care in preparing the ground, a little care in putting into the barn, and a little care in threshing, it can be produced in good milling condition.

Some would hardly believe that I have seen wheat which would have been a fairly good milling grain, utterly ruined for family use just in the process of threshing. Many will say this is a ridiculous idea. But when you find a quantity of small stones of the same size as the grain in wheat that was cradled and bound up, in what other way can you account for their presence? Only this: That in threshing other grain, such as oats or buckwheat, which might have stones in it, the stones would gather in the fanners, and in threshing the wheat they would be thrown out and into the grain.

As to whether it will pay the farmer to raise his own flour, I do not mean to discuss this phase of the question. I would say that we have farmers in Carleton county who have continued to raise their own bread during the period when the western article was sold cheaply in our markets; and I notice that they are, as a rule, among our most prosperous and wealthy farmers. One objection given to wheat raising has been this: "If we could get good flour ground, we would raise wheat." I wish to say just here that this county of Carleton is at least fully prepared to grind all the wheat that may be raised for some years to come, and given a good, clean grain, will produce flour fit for a king to eat. Perhaps when freshly ground it is not quite so white as the imported article, but if allowed to stand from three to six months, it will be fully as bright and white, and I venture to say, without fear of successful contradiction, very much sweeter and more palatable. No doubt there can be some improvements made in these mills. One thing we lack is more capacity for cleaning the grain. The western miller thoroughly cleans his wheat before grinding, taking out everything but the large and full kernels. Everyone knows that it is an impossibility to get wheat flour from oats, barley, or buckwheat. I might say that this winter we put into our mill a finishing cleaner, which sits on top of the stone curb and polishes the grain and blows out a great deal of the impurity which would otherwise find its way into the flour.

I have not much more to say, only that I notice that Mr. Lint, who was interviewed by the Telegraph reporter, does not quite agree with what I have been saying. He says, "that the country needs larger mills; that the grist mills, so called, throughout the country are not calculated to handle the wheat properly," and gives as a proof the flouring mill built by Alex. Gibson some 20 years ago. I was engaged seventeen years ago this winter in running a "grist mill" at Tracey Station, Sunbury county, for Jeremiah Tracey, sr., and many of the customers were from York county—from Harvey and Cork. They had formerly taken their grain to the several mills situated near Fredericton the Gibson mill included, and they said, then, that we made them better flour than they could get elsewhere.

In conclusion, I would say that I am very glad to see so much interest taken in this question, and to know that the government is disposed to do something to assist this industry, which is, to my mind, one of the most vital questions of the day. It is really too bad that our people should be sending so much money out of our province for flour, when we might just as well raise it at home. I am firmly of the opinion that it is quite possible for our farmers to raise the grain, and also that the millers will meet them half way, and will be fully prepared to convert the grain into good flour when they are supplied with a good quality of grain.

If the government wishes to help this industry, I would suggest that they appoint a man who is a practical miller, and also a millwright and engineer, one who will be capable of taking in anything he might see that would help the business, and send him to Ontario and let him study up their systems of raising the grain and milling it. He will be prepared to judge whether they have any better system than that most commonly followed in this province, and if so, let him travel through the province and educate our farmers and millers on the whole question. This was the plan adopted in the dairy industry, and it has proved a success, and I believe it will also prove a success in the wheat industry. And then, when the time has come, which, I believe will come, when the farmers have raised more wheat than our so-called grist mills can handle, will be time for the introduction of the modern roller mill, but at present I think our country is not ready for it.

The introduction of the roller mill at this stage of the business would be in advance of the necessity, for the simple reason that the grain is not properly cured for milling by the roller process, it being too soft, and containing too much moisture, which can only be remedied by the grain being given more time after being cut, to cure in the field, so that the sap contained in the straw will be absorbed into the grain. This is the only way by which the grain can be thoroughly cured. The system followed by the majority of our farmers is to cut the grain down one day and to put it into the barn the next or day after if the weather indications are looking like rain. This leaves the grain in a very undesirable condition for milling by the stone process, and one quite unsuitable, I believe, for the roller process. Of course there may be portions of this province not so favorably supplied with mills at the present time as Carleton county, where roller mills might be built, but as it needs quite a large capital to build a roller mill of even a very small capacity, it would be unfortunate if it should be found that they were not suited to the requirements of this province. The fact that there is, even at the present day, a very large number of mills using the burr stones for grinding wheat in the western states and in Ontario, for custom business, would lead one to think that the day of the burr stone mill is not yet gone.

Yours truly,

A. F. LOCKHART.

Hartford, Carleton Co., N. B., Feb. 8, 1898.

Rev Chas. Fish, Methodist Minister, 192 Dunn Ave., Toronto. Cured of Eczema

About ten years ago I felt the beginnings of what is commonly known as Eczema. The disease commenced in my ears and spread entirely over both sides of my head and also developed on my hands. During those ten years I was a great sufferer. Specialists on skin diseases treated me. As I write this I am commencing on the fifth box of Dr. Chase's Ointment, and, judging from the rapid improvement effected, I am certain that before the box is used I shall be completely cured.

CHAS. FISH, Methodist Minister, 192 Dunn Ave., Toronto.

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