GOOD ROADS.

Proceedings of the Association at Fredericton.

Many Resolutions Looking to the Better Managements of Roads.

Proposition for the Amendment of the Highway Act—The Wide Tire Question.

FREDERICTON, N. B., Feb. 17.—The Provincial Good Roads convention was called to order by Hon. Mr. Hill this evening at eight o'clock sharp. The roll of delegates was called by the secretary, when it was found the following gentlemen were present: J. S. Armstrong, John Betts, Northumberland; A. J. Beveridge, Victoria; W. F. Burditt, St. John; M. E. Burgois, Gloubester; G. T. Banks, Sunbury; J. Bridges, St. Stephen; Robert Craig, Restigouche; David Currey, Victoria; A. C. Dow, York; Hon. H. R. Emmerson, Hon. L. P. Ferris, P. Farrell, Fredericton; L. Guimong, Kent; H. B. Hall, Gagetown; D. B. Hatfield, Kings; Thomas Hays, Restigouche; Hon. G. F. Hill, president; Joseph Hornbrook, Kings; W. W. Hubbard, Sussex; John Irvin, Kent; David Johnson, Charlotte; Ora P. King, Sussex; John Lowell, St. John; J. McGaffigan, St. John; Robert McKenney, Charlotte; John Muir, Kings; F. M. Murchie, Charlotte; W. J. Owens, Carleton; S. L. Peters, Queens; H. H. Smith, Sunbury; C. L. Smith, Carleton; Geo. P. Searle, Northumberland; Neil Shaw, Restigouche; Wm. Shaw, Wm. Simpson, Westmorland; H. J. Stephenson, Albert; Geo. E. Styles, Albert; Dr. A. A. Stockton, St. John; S. W. Tompkins, York; H. Wilmot, Sunbury; W. A. West, Albert; W. Wyse, Northumberland, and many others.

The president remarked that he would dispense with anything like a formal opening address, stating that a number of resoultions had been prepared.

Mr. Burditt moved: That whereas it is generally believed that there is great room for improvement in the condition of the public highways throughout this province and that such improvement, if it could be brought about, would facilitate the means of communication and transportation at all seasons of the year, and result in large pecuniary and social benefits to the people; and whereas, it is the opinion of this convention that better results might be obtained from the expenditure of money and labor now made upon our highways, and it is the object of the New Brunswick Good Roads Association to acquire and disseminate information as to the best methods of making and repairing highways, and discuss among practical men the best means of bringing about this desired improvement; therefore resolved, that the provinvial government be respectfully petitioned to make a grant to this association to aid it in carrying out its objects as set forth in the constituion and by laws.

Hon. Mr. Emmerson was invited to express his views, which he did in an address pledging the best efforts of the government to assist in every way possible the betterment of our road system.

Dr. A. A. Stockton also pledged himself to do all he possibly could to assist in the work.

The resolution passed.

The following resoulition was moved by J. S. Armstrong, seconded by W. A. West: That it is expedient that local improvement societies be organized in all districts for the purpose of discussing and studying road making and the management thereof, raising funds for sidewalks, planting trees and keeping them in order, removing dead ones and otherwise improving and beautifying the roadside, and that a committee be appointed later on to draft a constitution for such societies and look up literature bearing on the subject, distribute the same and otherwise promote this object.—Passed.

Moved by W. S. Tompkins, seconded by C. L. Smith, that it would be an advantage to wholly substitute a money assessment for statute labor, to which an amendment was moved, but both were promptly voted down.

The discussion on the resoultions was very general, and the opinion of the meeting strongly opposed to anything like compulsory taxation in lieu of statute labor.

FREDERICTON, Feb. 18.—At the morning session of the Good Roads association President Hill was in the chair. He requested Ora P. King to move the first resolution, as follows:

Whereas, it is desirable that the road commisioner should be freed as much as possible from collecting the road taxes and yet that he should have definite information by a certain date as to who claim the privilege of working out their road tax; therefore

Resolved, That provision be made in the act as follows: That the regulation parish tax collectors make out and distribute the road tax notices at the same time with other country tax notices; that the said road tax notices have a coupon attached showing the items of the road tax and with blank space to be filled up by the ratepayer, if he desires to work out the tax and with a notice that unless the ratepayer duly fills out the blank and delivers to the road commissioner personally on or before a certain date, he will be required to pay the tax in cash, the coupon only being used in districts where statute labor is in operation, and that the commissioner be authorized to add names where they have been omitted by the assessors.

An amendment to the resolution was moved by Mr. Currey of Victoria, but was withdrawn.

The resolution, after a very full discussion participated in by the mover, Mr. King, S. L. Peters, hon. chief commissioner, W. A. West, Mr. Searle, Mr. Burditt, Mr. Armstrong and others, was lost by a large vote.

Thomas Hayes moved the following resolution:

Resolved, That the government be requested to so amend the highway act as to provide that the surveyors appointed by commissioners from year to year, remain in office until their successors are appointed, and that their responsibility be more clearly defined, so as to state definitely that the road master shall perform his duties under the instruction of the commissioner from whom he received his appointment and be responsible to him.

The discussion on this resolution showed that in order to make the law continuously operative the road masters appointed by the commissioners have authority until another was appointed in his place, and was carried by a large majority.

Moved by Mr. Hornbrook: The county councils shall have authority to constitute a larger division than a parish, or they shall have power to appoint a chief commissioner over a certain set of parishes or divisions, or over all the county, and his enlarged powers and emoluments should be defined.

An amendment was moved by J. H. Dixon as follows:

Resolved, That in the opinion of this meeting I ask it would be conducive to the betterment of our roads if the chief commissioner should appoint in each county a county commissioner to oversee the road making of the county.

After a short discussion the amendment and resolution were withdrawn.

Moved by Mr. Burditt, seconded by Mr. Wiles:

Resolved, That in the opinion of this meeting it would be desirable that there should be competent men appointed, having special knowledge in road construction, drainage, etc., who should have the supervision of the work and expenditure over larger districts or divisions than are now allotted to the commissioner appointed by county councils.

The resolution passed unanimously.

Mr. Trueman moved the following:

Resolved, That in the opinion of this meeting the commissioner should have power to apply labor and funds in any part of the highway division, rather than that all the labor and taxation of a given district must necessarily be expended within that district.

This was carried.

Mr. McGaffigan moved the following resolution:

Resolved, That as the opinion of this meeting that it is advisable that any person or persons purchasing at public auction work to be done upon any great or bye-road by the province, should be required to place with the commissioner selling the said work a bond in double the amount of the value of said work, or a cash deposit of —— per cent of the value of the said work, and that the work should be performed by a definite contract with specifications.

Hon. Mr. Emmerson, while appreciating the difficulties pointed out by Mr. McGaffigan in his resolution and speech, said he felt the motion would not settle the trouble.

Mr. McGaffigan said the real trouble was that politicians were afraid to deal with the matter. Common sense views and reform must go on.

The resolution was lost.

Chief Commissioner Emmerson invited the association to take into consideration the wide tire question.—Adjourned until 2.30.

At the afternoon session Vice-President Howard Trueman was in the chair. The chairman announced the subjects for the afternoon discussion as follows: 1st, wide tires; 2nd, drainage of road beds; 3rd, provisions for carrying off drain; 4th, form of road bed; 5th, width of road way; 6th, road machines; 7th, rollers; 8th, continuous repairs.

Mr. O'Brien of St. John moved that

Whereas, It appears from expressions of opinions in this convention, the time has arrived, or is near at hand, when better and more permanent work than any heretofore undertaken, will be required upon the highways of this province; and

Whereas, There is a general lack of technical knowledge as to improved methods of highway construction adopted in other counties; therefore

Resolved, That this convention suggest to the provincial government the advisability of appointing a competent engineer as provincial inspector of highways for the purpose of carrying on an educational work and such other duties as may be assigned to him.

Mr. Hornbrook moved the following resolution:

Resolved, That this convention approves of the step taken by the legislature in providing that on and after the first day of May, 1898, loaded vehicles shall have wide tires, but would urge that they make provision to inform, and more easily enforce and provide that it can be enforced on complaint of any ratepaper; and suggest that the following provisions are suitable:

All vehicles having wrought axles two inches square or an axle of equivalent capacity, shall be equipped with tires not less than four inches in width, all vehicles having an iron axle one inch and three-quarters square or an axle of equipment capacity shall be equipped with tires not less than three quarters in width; all vehicles having an iron axle one inch and a half square or an axle of equivalent capacity shall be equipped with tires not less than 2 1-2 inches in width. Any person who shall violate any of the provisions of this act shall be fined not more than —— dollars.

W. A. West of Albert moved the following in amendment:

Resolved, That all two-horse wagons have a tire not less than four inches, and all single horse teams wagons have a tire not less than three inches.

Resolved, That the government be asked to give public notice by hand bill of the requirements of the law.

Mr. Armstrong moved the following resolution:

That it is most important that the benefits of under-draining the roads whenever the frost leaves them to any extent should be made clear to all in the provision and that they should be encouraged to put drainage work; therefore

Resolved, That the government should consider the expediency of under-draining with tiles short stretches of the most travelled roads, in four or five places in each county under such conditions as they may see fit, employing men of experience.

Carried.

Mr. Burditt moved and it was resolved that the form of cross section as shown in figure 7 in the published report of the St. John convention be recommended.

It was resolved that the use of road machines has been found very satisfactory when it has been thoroughly tried under proper management, and therefore its more extended use is strongly urged upon all sections of the province.

This was carried.

The hon. chief commissioner called attention to the disposition of the owners of property encroaching upon the limits of the highway with their road fences. It seemed to him that at some time not very far distant some action would have to be taken.

Moved and resolved:

That whereas the highway act of 1896 provides that the council of any municipality may by by-law declare that the provisions of this act, allowing the performance of labor in lieu of road tax shall not apply to such municipalities, parish or parishes therein; and whereas, several county councils that showed disposition to adopt the provisions of said act; therefore be it

Resolved, That the legislature be requested to amend said act so as to provide that any municipality may by by-law declare that a cash assessment be paid in lieu of statute labor of 90 cents in lieu of $1.50, 30 cents in lieu of 50 cents, as provided in sub-section 31 of the highway act.

On motion of W. F. Burditt, seconded by S. T. Peters, the use of heavy rollers in connection with the road machine in road work and in gravelling the roads is almost of as much importance as the introduction of the road machine, and that highway commissioners be advised to secure the use of them if possible.

The question of constant road supervision was referred to by Mr. Burditt, and a very interesting discussion followed, the concensus of opinion being that it would be a wise provision to reserve a certain percentage of money in the hands of the commissioners to secure such supervision.

The following resolution was moved by Mr. Betts:

Resolved, That the commissioners be impressed with the importance of maintaining good roads, exceeding great vigilance more particularly when in early spring or when the emergencies of the case may require; and further, that when the finances will allow, a permanent man be kept for said road.

At this stage of the meeting the president was invited to exhibit his system of protecting banks of rivers and streams from washing and explain the method of construction. The system and method was explained.

On the question of highway side lines the following was moved:

Whereas, it is very generally impossible to ascertain where the legal bounds of the highways of the province are, or should be, it is therefore recommended that the legislature provide for the appointment of a commissioner composed of one or more engineers with all necessary power to trace all lands and to define, mark out and record the bonds of at least the principal roads of the province.

This resolution was moved by the secretary of the association, freely discussed and promptly voted down.

On the obstruction of highways the following was moved:

Whereas, great damage is frequently done to the highways by obstructions of ditchs and other encroachments; therefore

Resolved, That the attention of the government be directed to the advisability of empowering highway commissioners to compel any one causing damage to the highway by any obstructions or encroachments to repair said damage to the satisfaction of the commissioners or be liable for damages, and that the commissioner must act on written complaint of any number of taxpayers.

The resolution was sustained.

It was further resolved, That this meeting recommend the use of glazed earthen pipe, or pipe of similar nature, be used largely instead of log culverts. Whereas, it is the intention of the government to have the proceedings of this meeting printed and attached to the minutes of the meeting held in St. John, Sept. 21st, 22nd and 23rd, 1897, for distribution throughout the province; therefore

Resolved, That a number of copies be sent to the common council, St. John, the several municipal counties throughout the province.

A vote of thanks to the president for his services and to the government for their valuable assistance rendered in enabling the association to convene so large a meeting were unanimously passed.

WOMEN AND WEAK NERVES.

Lives of Misery and Affliction.

MARVELLOUS CASE IN MANITOBA

Paine's Celery Compound Proves a Wondrous Blessing.

Miss Parr Says: "After the First Dose I Felt New Hope and New Life Coming."

Nervous Prostration, Mental Depression, and Excruciating Sufferings are Banished.

PAINE'S CELERY COMPOUND THE GREAT LIFE BUILDER AND VITALIZER.

Wells, Richardson & Co.,

Dear Sirs:—For several years I have had weak nerves, and was gradually running down, and last March I was prostrated with nervous debility. My sufferings were excruciating in the extreme; I really thought there never was another who suffered quite as much with mental depression and weak nerves. This lasted about three months, and I was taking doctors' medicine continually, but was getting worse instead of better.

One day, while feeling quite discouraged and wondering if I was ever to get out of my dreadful state, a dear friend said to me: "I wish you would try Paine's Celery Compound." As I had intended to try it I acted upon her advice and started using it the very same day, and from the first dose I felt new hope and new life coming. I continued using it, and am still taking it once in awhile, always asking God's blessing on each bottle. I am very much improved, and cannot say too much in favor of the medicine, and would recommend it to all suffering from nervous prostration and mental depression.

Yours faithfully,
L. E. PARR, Crystal City, Man.

GLOUCESTER CO.

BATHURST, Gloucester Co., Feb. 16.—Hons. A. D. Richard and Veniot, M. P. P.'s, are here today, having arrived on last night's express, and held a conference at the hotel today with P. Burns and a few leading supporters of the local government of this county, with the object of inducing Mr. Poirier to withdraw and leave the field open for Stewart. It is the general opinion in this town that if Poirier stands for election he will beat Stewart out of sight.

Tourist—What's the name of that noble mountain? Native—Dunno as it's got any. We call it "the mountain." Tourist—No name for that grand eminence? Native—Wot's the use of its havin' a name? It's the only mountain here.

OTTAWA LETTER.

Sir Richard is Not Pleased With Mr. Blair.

Points in Favor of the Edmonton Route to the Klondyke.

Dan Rose Finds a Gold Mine in Another Man's Brain Work — Some Questions and Answers.

OTTAWA, Feb. 15.—Yesterday was first private members' day in the session and the members were in an interrogative mood. From three o'clock till nearly six, questions were poured in on ministers in monotonous succession. The first page on the order paper contained a score or so from Mr. Davin, relating mostly to the Northwest, but the great body of questions concerned Yukon and the Klondyke.

A question from Mr. Foster brought out the fact that the government had paid from July 1st to date $120,000 for wages, maintenance and transportation of Mounted Police in the Yukon district. There are in the district, besides the Mounted Police, about a score of government officers, including a commissioner at $5,000, a registrar at $2,000, two inspectors of mines at $1,500 each, a gold commissioner at $1,800, four assistant surveyors at $1,095 each, with an accountant, a surveyor and several clerks and assistants. Mr. Foster was also informed that liquor permits were at first issued for the Yukon district under the authority of Mr. Sifton, but now the governor of the territories has declared his right to issue such permits upon the advice of his own council. It is a case of disputed authority, and is now in abeyance.

The relations between the United States and Canada on the Alaska and Yukon border are still very much confused. All the trade into the Yukon from the Pacific passes through United States ports. Understandings have been reached, which Sir Wilfrid said yesterday were unofficial, that the United States would permit the bonding privilege to Canadian goods over the territory of the United States, the same as is allowed on the Atlantic coast. But it seems that the United States authorities require all parties taking goods in through Alaska to engage an American escort across the strip of territory belonging to the United States. This escort costs six dollars a day, and as the distance is anywhere from ten to thirty miles, and the miner has frequently to make a good many trips, the condition involves a large expenditure.

But this is not the worst of it. The whole question of entering the Yukon by way of the United States is complicated and embarrassing. We are supposed to be about to build a road into the Yukon from the Stikine river. We are commencing without knowing whether it will be possible to take goods in there. For without doubt the American congress can impose restrictions that will make the traffic virtually impossible. We have the right to navigate the Stikine, but that right is subject to the United States customs regulations, and we know enough about the habits and character of the United States legislators to know that they are liable to drop down on us at the most embarrassing moment and in the most injurious way. Already we have the first steps of legislation which will make it exceedingly inconvenient for goods to be conveyed to our new railway terminus in Canadian vessels. It will be a queer thing if we find that when our Canadian route is established it can only be reached and used by employing United States shipping to get to the terminus.

It will be possible to get into the Yukon by way of the Pacific through an all-Canadian route, by building another 200 miles of railway to meet the Pacific south of Alaska. Some day this may be done. In the meantime it seems obvious that the future route to the valley of the Yukon is on the eastern side of the Rocky Mountains from Edmonton or Prince Albert. Of course it is a long way from Edmonton, which is now the nearest railway terminus, to the Yukon district. But it must be remembered that from Edmonton several hundred miles north there is a fine agricultural country. Farm produce is probably cheaper at Edmonton than anywhere else on the habitable globe. This is because the place is remote from any large market. But if the gold regions of the north are occupied by many people, the Edmonton district and the region to the north of it will be the nearest source of supply. There is believed to be much gold on the Liard River, and there is no doubt that the gold fields extend almost continuously from the Klondyke southward until you reach the cultivable land of the Saskatchewan, Peace River and Athabasca. On this route there might well be a continuous line of settlements from the Canadian Pacific railway to Dawson City. By the proposed railway route from the Stikine, Canadian food products will have to be carried across the country to Vancouver, shipped from thence north to Wrangel, where they must meet the customs regulations, be transhipped up the Stikine in shallow craft, carried over the Mackenzie & Mann railway, and then transported by water down the Yukon. This will be a prodigious expense. While it was expedient to adopt the route for the present, because it is the quickest and easiest to be opened, it cannot be regarded as a permanent line of travel from the east.

Since the Ontario election campaign began a government supporter appeared in Kingston and promised the people there a great development of the locomotive industry. He professed to have authority to announce that the Ottawa government was going to have a great number of locomotives built at Kingston, and that arrangements had already been made for large orders. Mr. Taylor had a question put to the ministers on the subject yesterday and learned from Mr. Blair that no orders had been given and nothing definite has been decided about it. Mr. Blair proposes, so he says, to get his locomotives built in Canada if he can, but the last two he had made in Philadelphia and paid $10,000 apiece for them. "Somebody has been lying," remarked an opposition member when the minister denied the locomotive report.

Speaking of railways, Sir Mackenzie Bowell does not propose to have a half-hearted inquiry into the Drummond deal. The investigation which he asks will cover all questions as to the cost of the road, the amount of capital stock subscribed and paid, the names of the present owners of stock, the financial position of the company, the particulars of all offers of negotiation and sale of the property, the condition of the equipment, and all other information in regard to the transaction. The committee which he proposes comprises seventeen members, as follows: Messrs. Clemow, Cox, Boucherville, Ferguson, Kirchhoffer, King, Lougheed, Landry, Millar, Mills, Macdonald, Power, Prowse, Primrose, Thibideau, Wood and Sir Mackenzie himself. Twelve of these are conservatives and five liberals, which is about the proportion in which the two parties stand in the senate. The liberals include the minister of justice and Senator Cox, with Mr. Power, who may be assumed to be capable of conducting the government's side of the case, if there is a government side to what ought to be a judicial enquiry.

Senator O'Donahoe, who is a somewhat active liberal, created some consternation yesterday by his attack on the Yukon deal. He speaks disrespectfully of the railway, calling it a miserable tramway. That is about what it is, as it is a narrow-guage road, and the rails purchased for it are said to be only 30 pounds weight, while it is to be equipped with second-hand engines and an inferior plant generally.

Mr. Dan Rose, the publisher, has already realized on his share of the Klondyke. It will be remembered that the government kindly gave Mr. Rose the copyright of Mr. Ogilvie's Klondyke book. The book has now been issued and is a paper bound volume rather cheaply got up. The clever publisher has inserted fifty pages of advertisements, and as the circulation will probably be over 100,000 copies, he stands a chance to get more than enough to pay for publication out of the advertising. The book, which probably cost ten cents a volume to print, is to be sold at fifty cents. Nobody else can use Mr. Ogilvie's story, while no other man knows the Klondyke as Ogilvie does. So there is a great rush for the book. The government might have made $25,000 out of the publication, or might have put it in the hands of the public at a low price without loss, or might have allowed Mr. Ogilvie to make a handsome thing out of his own work and his own brain. But it preferred to make a present of its copyright to Mr. Rose, who is a good party man, and to make a present also of Mr. Ogilvie's labors and the fruits of his intellect to a publisher who is after money. It is a great thing for Mr. Rose, who makes his $25,000 or $50,000 in a few weeks without much expenditure of brain matter. Of course he is a pigmy in his gains compared with Mackenzie and Mann, but many people would have been glad to get even his scoop.

The relations are strained between Mr. Blair and Sir Richard Cartwright, Sir Richard however much he may be mollified by appointments to office from his domestic circle is still sarcastic and sardonic. He does not like the members of the government who plunge recklessly into lavish expenditure. He cannot stop the jobs, but he can say things. It seems he made a remark of an unpublishable character about the minister of railways, and it has been circulated abroad. Now it has reached the ears of the minister and has made him mad. Sir Richard is not the kind of man to take it back, and consequently there is a strain on the mutual affections of the minister of trade and commerce and the minister of railways.

Senator Ferguson had fun with the minister of justice and secretary of state in yesterday's debate. Mr. Mills is rather pedantic on constitutional matters, but he is not always accurate on current topics. He does not seem to have followed the career of his distinguised leader in England with great care, and his attempts to explain why Sir Wilfrid did not carry out his preferential trade pledges were badly mixed. He made Sir Wilfrid say and do things because of circumstances that happened after he said and did them. Senator Ferguson explained and exposed these anachronisms in a manner which deprived the minister of justice for the time of his quiet assurance of superiority. Mr. Mills was confused and troubled.

S. D. S.

OTTAWA, Feb. 16.—Yesterday's debate contained features of more than usual interest. There was a good deal of curiosity to know how Sir Charles would handle the Yukon deal, as he was known to be in favor of rapid construction, and of the Stickine route. In fact he had so expressed himself in interviews published at the time the contract was made, and had been paid the dubious compliment of commendation by the minister of railways. There was also some desire to know whether Mr. Blair would make a better defence of the proposition than he had done in his preliminary speech. The debate as now under way indicates that before it is over the house may witness a little of what Lowell calls "Pisen-head, pig-headed fighten."

The minister of railways was again singularly ineffective. This seems odd, for Mr. Blair is known to be a good speaker, but his speech on moving the second reading was labored and confused, avoiding the main issue, and altogether proceeding in a perfunctory and half-hearted manner, except when he was defending himself or retorting upon some member who had attacked him. For the large grant of land, with all its opportunities of good to the contractors and of evil to the public, he had scarcely a word to say. The most he offered in extenuation was that nobody knew how much gold there was there, and therefore no one could estimate the value of the concession. This is properly an argument against the grant, but it is the best that can be said for it. A queer feature in the minister's speech was his attack on the report of his own engineer. He or Mr. Sifton had sent Mr. Jennings to survey the route and make an estimate. Mr. Sifton says he did it, but Jennings is Mr. Blair's officer, and it was Mr. Blair who presented the report. Now Mr. Blair comes into the house and devotes a large part of his speech to showing that Jennings figures are not reliable, that his estimates of the cost are far too low, and that the house must not accept the report which the minister himself had laid on the table.

Sir Charles Tupper, in his reply, stated that in all his experience he had never known a case like this. It was the first time that a minister of railways had come into the house of commons, with a report of one of his own officers and then spent half an hour or an hour trying to prove that the report was no good, that the engineer did not know his business and that the minister himself could teach him his trade.

A streak of ill luck is following Mr. Blair in his Yukon matter. Fully fifteen minutes was occupied by him yesterday in an attempt to make the house believe that Mr. Haggart had said something he did not say. Mr. Blair did not intend to mislead. It was one of the fatalities that attend him. He read a quotation which he said he had taken from Hansard report of Mr. Haggart's speech. Haggart, interrupting, asked for the page, and said he had not used the words. Mr. Blair did not know the location, but said the paragraph had been clipped from the speech. Several opposition members with the Hansard before them told Mr. Blair he was mistaken and asked him to take it back, but he refused. The spectacle was witnessed of eight ministers of the crown and thirty government supporters, all searching Hansard to find evidence that their colleague was right. At length Mr. Tarte found the words. But unfortunately they were in another man's speech. It seems that Mr. Blair's secretary had prepared his clippings, and that either Mr. Blair or he had got the babies mixed. He was holding Mr. Haggart responsible for the language of Clarke Wallace. Still the minister would not retract, and when a quarter of an hour had been wasted over the episode everybody had forgotten what the minister was originally trying to say. Sir Charles Tupper, who enlivened his address with a number of humorous reflections, observed afterwards that the minister's speech had been prepared by his clerk, but the minister himself had not sufficiently studied his brief. At that time Mr. Blair was not in the house, and the leader suggested that he was probably chastising his secretary.

Mr. Blair simply added nothing to his explanations or defence of the contract. The laboring oar was left to Mr. Sifton, who had a much better appetite for his job, seeing that it is one of his own manufacture. He was left to reply to Sir Charles Tupper, which was a more serious contract than that which devolved upon the minister himself.

The address of Sir Charles was dignified and statesmanlike. He indulged in no carping criticism. As in his newspaper interviews he freely granted the urgency of the case. He preferred the Stikine route, as he believed it to be the best one available for early operation. Half of Mr. Blair's speech had ben devoted to an argument in favor of this route, which was quite an unnecessary contention, as most of the opposition members do not condemn it. Sir Charles Tupper thinks that while the case was urgent the ministers were not. They slept all summer and only woke up after Christmas in time to give a contract to Mackenzie and Mann and to shut out everybody else. There was plenty of time to give other capitalists a chance, and if an opportunity had been afforded them Sir Charles is quite certain that a far different contract and one far more advantageous to the country might have been made.

In the discussion Sir Charles showed a remarkable knowledge of the geography and physical features of the country. He has made himself far more intimately acquainted with the Yukon problems than Mr. Blair, and the only minister who has taken anything like the same pains as the leader of the opposition is Mr. Sifton, who undoubtedly has made himself well acquainted with the country. Sir Charles amused the house with a catalogue of the things which Mr. Blair had admitted that he did not know. It is a very long list and covers every important point in connection with the contract under discussion. The minister does not know what the road will cost or how long it will be. He does not know the character of the river connections, or the nature of the regulations at the United States port of Wrangel. He does not know the value of the land which is given, the weight of the rails or the character of the Kaslo and Slocan railway which he has made the standard of the proposed line. Sir Charles remarked that there was once a party in the United States called the "know nothings." He had always understood that this party was extinct, but was now interested to notice that at least one survivor existed and had a seat in the house of commons.

The leader of the opposition was unsparing in his enunciation of the conduct of the governor in their negotiations with contractors. They had worked in secret, concealing from the public what they were doing. Other contractors than those favored by the government had no opportunity. No