OTTAWA LETTERS.

Senate Gathering Information Concerning the Approaches to the Yukon.

The Desirability of Projecting an Interior Route at Once to Develop Not Only the Mining Interests But the Prairie Region as Well.

Wild and Wayward Expenditures of the Administration Which the Public Accounts Committee is Bringing to Light—Remarkable Bills That Mr. Sifton Has Saddled on the Dominion.

OTTAWA, May 20.—The senate has not confined itself to negative operations in respect to Yukon transportation routes. A strong committee has been engaged for some weeks taking evidence and considering all information that could be collected concerning the approaches to the Yukon. Senator Boulton is chairman of the committee and brings a good deal of knowledge of his own to the consideration of the question. Among the witnesses called were Bishop Grouard, who has resided as missionary in the Mackenzie Basin for 35 years; Mr. Marcus Smith, who was engaged in the early surveys of the northern route for the Canadian Pacific; Dr. Dawson, chief of the geological survey, who was an explorer on the Mackenzie and Yukon valley for several seasons; Mr. McConnell, also of the survey, who spent some seasons in the far Northwest; Dr. Willis, formerly of Mounted Police, but lately a resident of the Yukon; and the government surveyors who have been engaged in laying out the route for the Stikine road. They also heard evidence from Mr. Pambrum, who was born at Slave Lake and has spent his whole life in that country.

The committee reports, after hearing all they have been able to gather on this subject, that there are several available routes to the Yukon from the eastern side of the Rocky Mountains. To old Fort Selkirk from Edmonton by these routes the distance is from 1,100 to 1,300 miles, and from Prince Albert about the same, while from Ashcroft, a point on the Canadian Pacific, from which the departure is taken for the Cariboo district, the distance to old Fort Selkirk is 1,170 miles. From Edmonton or Prince Albert in the Northwest a great part of the distance is by water routes. It is estimated that about 465 miles of railway constructed by one of these routes would make available a very large stretch of navigable waters on the Peace and Fraser rivers, after which a pack trail, or wagon road, could be obtained across the height of land to the tributaries of the Yukon. A great part of the country north of Edmonton along this route is valuable farming and grazing land. It is stated in the committee's report that cattle wintered in the Peace River valley, which is far north of Edmonton, could be driven in early to the Yukon country and delivered in good condition at reasonable prices. The richest gold deposits lie on the west side of the mountains and by this route the Cariboo, Omenica and the Klondyke would each be made available with the probability of the development of new gold fields. In fact, the evidence goes to show that the part of the route between the Fraser valley and the Yukon valley about the divide contains an immense quantity of low grade pay gravel, which will be a profitable field if the country can be supplied by railway so that mining may be carried on economically. The committee is of the opinion that the Teslin Lake route is too far to the west to be the most profitable, either as a through route from the coast or from the Northwest Territories. It reports that the evidence of experienced men goes to show that the projection of a railway through the Yellow Head Pass north of the Saskatchewan would open up a large and valuable agricultural area and a mining region of the utmost value to the trade and transportation of Canada. "Those who know the country well are fully aware that the farther north you go to a certain line north of the Saskatchewan the richer the soil and the better the sample of wheat." The committee states that it is influenced by a desire "to bring the agricultural area of the western prairies into as close proximity to the mining industries as possible."

To the thoughtful mind this last remark, which is in the line of the speech of Mr. Oliver on the debate in the house of commons, contains the key to the whole situation. The government project was to make access to the Yukon from the Pacific Ocean, the necessary consequences of which was that the supply for the mining country would have to be drawn from the Pacific coast. To draw food supplies from the Pacific coast means to take them from the United States. For it is and always will be impossible to carry provisions from the Northwest across the Rocky Mountains and then into the Yukon in competition with the Northern Pacific states, whose agricultural country is on the coast. On this principle the committee favors a sort of transcontinental line, beginning at Edmonton or Prince Albert, running north and west through the great farming region beyond the Saskatchewan, crossing the Rocky Mountains through a natural passage and seeking the sea, throwing out one arm northward into the Yukon and southward through the gold regions already partly occupied.

Nevertheless the committee does not condemn railway construction by any short route from the Yukon to the coast. Its opinion is that for immediate purposes this may be the best available method of access. But for this immediate purpose the shortest possible route should be selected. The committee observes "that a route by way of Vancouver, the ocean and Teslin Lake to Dawson City is 2,211 miles, with four transhipments, as against 1,290 miles from Edmonton and no transhipment. To give the city of Vancouver and the Canadian Pacific railway an opportunity to compete on anything like even terms with a route from the east by way of Edmonton, the shortest line of railway from the coast to Fort Selkirk is essential. According to published reports, that route is from Pyramid Harbor direct to Fort Selkirk by the Dalton trail, the distance being only 295 miles." Therefore the committee recommends that no restriction should be put upon the route from Pyramid Harbor. Pyramid Harbor is claimed by the United States and the committee considers that "for the immediate requirements of the Northwest mining country friendly arrangements should be made with the United States for the removal of any troublesome restrictions to traffic passing into the interior of the country through United States territory or the United States port."

The substance of the report is that the permanent and all Canadian route should be from the Canadian Northwest into the mining regions of northern British Columbia and thence to the Yukon, while for immediate or temporary purposes less regard need be paid to international lines. The route by Pyramid Harbor and the Dalton trail is generally recognized as the natural means of reaching the Yukon from the ocean. So much shorter and easier is it that both Mackenzie and Mann and Hamilton Smith gave it the preference. The Hamilton Smith company is now seeking a charter to build a road on that line without subsidy and with all possible speed. At the present moment the United States is in possession of a strip of territory through which that road would run, but so far as can be perceived, there is no more obstruction likely to be imposed there than our neighbors could effect on the route adopted by the government, which is so much longer and more difficult. In either case we should be dependent on the hospitality and good will of the United States. The genuine all-Canadian route, however, is the one of the interior routes which for the greater part of the distance would be a colonization line. As the report puts it, "Your committee recommend to your attention the desirability of projecting an interior route at once which will open up and make possible the development of large mining interests between Edmonton and the eastern boundary of Alaska, and bring the rich agricultural regions of our prairie country into the closest proximity of these interests."

It will probably be conceded in the near future that the view taken by this committee, which is the same as was expressed by several of the opposition members in the house and in the senate when the debate was proceeding, displays wider and more prudent statesmanship than the extravagant project of the government. The government's scheme would have transferred the market of the Yukon to the Pacific states and the mineral wealth of the Yukon to Mackenzie and Mann. The senate plan will make the Yukon region, together with all that vast mineral country on the Peace river, the Liard river and the upper waters of the Fraser, tributary to Canadian sources of supply and will hold the mineral wealth for the Canadian public at large. This is surely the truest statesmanship, and if as the committee believes, the true Canadian railway can be made "beyond a doubt self sustaining and profitable for the trade of Canada," so much the better.

The public accounts committe is working to some purpose among the wild and wayward expenditure of this administration. The more the committee considers the bill paid to Mr. Sifton's legal friends in Manitoba for the bogus ballot box prosecutions the more remarkable the thing appears. The deputy minister has been examined, but is unable to explain why the dominion government allowed Mr. Sifton to unload a provincial prosecution upon the dominion authorities. He only knows that the minister ordered it. The department of justice which nominally took over the prosecutions did not trouble itself any more with them, but gave Mr. Sifton a lump sum, apparently as much as he chose to ask, and he managed the whole thing. The department of the interior is not supposed to manage the administration of justice, but Mr. Sifton managed the financial end with astonishing results. Sir Oliver gave him $6,000, which would seem to be as much as a reasonable man could claim, but before Mr. Sifton had got through with the job he had involved the department of justice in more than twice that sum. Mr. Howells of Winnipeg, who seems to have enjoyed close financial arrangements with Mr. Sifton, launched out on his criminal and financial picnic with exuberance. He despatched drafts on Mr. Sifton at short intervals for thousands at a time. Mr. Sifton paid and paid while his money lasted, and then paid by drafts on the treasury. By way of variety he occasionally drew on Mr. Howells, and the committee is trying to separate these matters of personal accommodation, as they now appear to be, from the public finances. Before long Mr. Sifton had accepted drafts on account of the prosecutions for some $16,000 and perhaps for $19,000—there is some doubt about one $3,000 matter.

Some months afterwards it occurred to the justice department that possibly it might have something to do with the matter. So the taxing officer of that department set about to consider the accounts rendered. He testifies that he found the matter rather confusing. He did not understand how the affair came to be charged to the dominion at all, nor did he discover any instructions under which this horde of lawyers went about their mysterious and costly errands. His duties, however, were narrowed down. He was not asked to discover whether the services should have been performed, or whether they were performed, or how they were performed, or what were their results, or whether there were any results. It became his duty, so he testifies, merely to decide what the services would be worth if they were performed and charged at the usual scale. With these instructions he got about the work and allowed $12,900, or several thousand dollars less than Mr. Sifton had paid some months before. What happened after that has yet to be made clear. Mr. Howells has been sent for, and it is assumed that he may be able to explain.

The committee has also been making some enquiry into the manner and method of the government officers in charging travelling expenses. Mr. Monro, who is an eminent and capable engineer in connection with the canal department, carries passes from the Canada Atlantic and other railways. On some occasions on his inspectoral tours he charges the country with two first class fares when he goes, say to Montreal and back to Ottawa. The auditor general always contends that a government officer ought to get a return ticket, and it would seem to be reasonable that if a government officer travels free he ought to be content with charging the country the regular price for a return trip. At least that was probably Mr. Taylor's view when he questioned Mr. Monro about his passes and his expenses. Mr. Monro says he carries a pass and that he sometimes uses it, but not always, that sometimes when he uses it he charges his fare just the same. It does not appear that he has of late begun this practice. In fact he says he has not changed his habits since the change of government.

The peculiarity of this affair is that Mr. Lister of the committee and even Sir Louis Davies appear to be supporting the official. Mr. Lister says that Mr. Monro is only doing what members of parliament do when they draw their mileage allowance and travel on passes. When it was replied that the members do not have to state that their mileage expenses were actuallly incurred Sir Louis Davies, with his usual positiveness and his usual inaccuracy, broke in with the statement that every member had to make a declaration mentioning expenses incurred in travelling to and from Ottawa. This point was settled by the production of the affirmation itself by Hector McDougall, who showed that the members merely affirm that they reside so many miles from Ottawa, and say not a word about their expenses.

The mileage allowance to members may be regarded as an addition to the indemnity. It is ten cents a mile each way, which is four or five times the cost of the transportation. It is paid once only, though a member may have occasion to go home a dozen times in the session. Originally the allowance may have been intended to cover travelling expenses only, but now it merely adds to the indemnity whether the member travels on a pass or not. The position of the public officer is somewhat different. He is supposed to receive from the country his actual travelling expenses. He is asked to certify to these expenses, and the question is whether he can certify expenses that he never incurred. Moreover there are officers like the inspectors who travel all the time and who may add several dollars a day to their income by these charges. It was stated in the committee that Mr. Monro should not be singled out for attack especially, and it is because this point is being well taken that the committee decided to find out how many public officers were travelling without paying. Clarke Wallace took occasion to say that in the customs department when he had it in charge none of the officers were allowed to travel on passes and charge the fares. In fact one officer who had done so came very near losing his job in consequence, even though at that time he could claim that no order against such a course had been issued. S. D. S.

OTTAWA, May 21.—Sir Wilfrid Laurier and Sir Charles Tupper, who agreed on Wednesday on our relations to the United States, were in harmony again on Friday on the subject of Mr. Gladstone. The substance of their remarks has already appeared in the despatches. Sir Wilfrid spoke in more general terms of Mr. Gladstone's career as a statesman. Sir Charles more definitely pronounced him one of the most conspicuous men of the century, an orator of pre-eminent ability, and a public man of great sincerity and earnestness. Both left room for disapproval of any of Mr. Gladstone's public acts and views, and at the same time gave him the great position to which he is entitled.

It was quite a descent from Mr. Gladstone to Mr. Tarte and from a great imperial career to the record of a trafficker in dredging jobs. Mr. Tarte is dredging Toronto harbor and has given a contract to Mr. Phinn of Brantford to operate a dredge at $8 an hour. He asks for $20,000, and the opposition members are of the opinion that he ought to put the work up to tender by the cubic yard. It seems from the statement made by Mr. Tarte himself that the work is costing something over 14 cents a yard, which Mr. Haggart thinks is too much. As a matter of fact, the late government gave a contract for the same kind of work in the same harbor at 12 cents a yard, and the contractor would have been glad to go on at that rate. Mr. Phinn, who has the contract, was, however, a man with a pull. He is not a dredger to any extent, and when the contract was made he did not own any plant. But the owners of dredges who are conservatives, and therefore could not get any work from the government on their own account, were obliged to sell their outfit to Mr. Phinn, whose proper business is painting and dealing in varnishes.

Similarly it is pointed out by Dr. Sproule that the concern which had a contract for dredging in Owen Sound under the late government, was obliged to quit work, while a county court judge, formerly a grit member of parliament, and some other proper persons took the contract, after which the old contractor had to sell his plant to them for whatever he could get for it. In other places doctors, lawyers and, some members say, tailors, are carrying on dredging contracts.

Mr. Tarte did not satisfy the critics with his reasons for refusing to put this work up for tender. At first he said the late government had also done Toronto harbor by days' work, but in this he was shown to be incorrect. Then he took the ground of economy, but his own figures dredged the foundation from under him. Finally he claimed the right to do everything by days' work if he liked, and was supported by the Rev. Mr. Maxwell, who declared the contract system was a curse, both to the department and to the man who got the contract. Mr. Maxwell says he is "thoroughly in sympathy with the system of day labor." Mr. Tarte went to the record of the tory party for a precedent, and discovered that the St. John custom house was built by the tories without a contract. As we all know, the custom house was built by the liberals. Mr. Haggart explained with great patience that the work he spoke of was merely restoring the building after the fire and in that case it was not very easy to make specifications Even then the government came to parliament, explained the whole matter, and took power to build by day's work.

Mr. Mulock has slightly modified his dead letter system. It was his plan to establish a number of points in Canada from which dead letters could be returned without forwarding them all to Ottawa. Sir Adolphe Caron was not in favor of that idea. He was strongly of the opinion that it was unsafe to have letters opened in the same towns where they are mailed, and to have a great number of officers making themselves acquainted with private correspondence. Representations had been made by firms who do not wish to have the mysteries of their business exposed in the same town where it is carried on. Sir Charles Tupper rather supported this objection, and Mr. Mulock modified his bill by limiting and designating the number of places where dead letters mailed in Canada may be opened. Victoria, Winnipeg and Halifax are among these places. As for parcels and matter mailed out of Canada, the examining points will be more numerous.

Sir Charles brought to Mr. Mulock's attention a memorial about Sunday school papers. The writer set forth that Sunday school papers were issued by several denominations; that they were delivered at about cost price, contained no advertising matter, and were frequently paid for by schools and churches. It was suggested that exemption from postage should be provided for Sunday school publications sent from the place of publication in large quantities to Sunday school officers at local points. One feature of the argument is worthy of attention. Mr. Mulock does not get any postage from the United States publications circulated in this country. He says he gets value in the transport of Canadian papers in the United States, but it is pointed out that ten American papers come to this country for one Canadian journal that goes across the line. This is especially true of religious journals and Sunday school papers, and is a necessary incident where a large and populous country lies beside a small one with fewer people. The Sunday school press gets no particular benefit from the 25 mile exemption and the claim is that these papers might be allowed to go free without interfering with the general plan of Mr. Mulock's legislation.

Mr. Mulock does not see it in that light. He observed in this demand a claim for denominational aid. He calls these Sunday school papers sectarian journals and protests that it is not the part of government to give them assistance by special legislation. The man who wrote from Toronto, however, presented his claim as a Canadian rather than as a sectarian, and pointed out that while Mr. Mulock was giving a preference to United States publications, the Canadian Sunday school papers taught patriotism and loyalty, and gave the children early ideas of their duties and responsibilities toward the empire to which they belonged. The imported Sunday school papers on the contrary, are said to contain laudations of the United States and occasionally reflections upon the institutions of the British empire. But the Sunday school journals will get no exemption and Mr. Mulock will take $1,000 a year from the publishing house mentioned above. The Presbyterians, the Baptists, and the Church of England are concerned in the same appeal which was made by a Methodist, and at a recent meeting in Toronto, representatives of a Roman Catholic house were also present.

A queer incident happened yesterday in the public accounts committee. Three railway companies sent a list of their passes issued to government officials, The Grand Trunk list was made up from the passes given at the request of the heads of the departments. One of the names appearing on it is that of George W. Dawson, formerly M. P. for Addington, but now the organizer of the liberal party in Eastern Ontario. One of the members looking over the list caught the name and inquired what position Mr. Dawson held. The Grand Trunk manager showed that he was put down as "general agent," and that his pass had been issued at the request of Mr. Tarte. At this stage Mr. Sutherland, the government whip, sprang to his feet to protest against these questions. He declared that the tory organizer had been always carried free over the company's roads, while they had refused the same courtesy to the organizer of the other party. At least they refused until the change of government, when he thought he had a right to ask for it, and when it was promptly given. Not much exception was taken to this, except that Mr. Sutherland was shown that whereas he had been under the impression that the pass was secured by himself for Mr. Dawson, it was really secured by a more important man in the person of Mr. Tarte. Still it was interesting to note with what promptness the great railway corporation furnishes to a party in power the courtesies which are denied to a party in opposition. Mr. Wainwright explains that the name of Mr. Dawson must have been put in the list by mistake. The clerk put down the names of persons for whom the departments had requested passes, thinking that they must all be officers in the service.

From the evidence of the government engineer it would appear that some $10,000 worth or rather cost of cement procured from an Ontario firm is piled up somewhere in the line of the Soulanges canal, useless and completely deprived of any virtue it ever had. This cement seems to have been bought and paid for, but was condemned and never used. A feature in the case is that the leading member of the firm from which it was bought was at one time a conservative, but is now an ardent supporter of this ministry. It was this ministry which bought the cement.

The Drummond County enquiry is drawing to a close. When the evidence is summed up it need not surprise the public to learn that the cost of the line to the company as figured out in this correspondence was considerably beyond the actual outlay. The estimate of the department that the cost would be $1,600,000 seems to be above the actual cost which the committee has been endeavoring to ascertain. Therefore the profits which Mr. Greenshields stood to make by the Blair deal were much larger than have been estimated. It has been established to the satisfaction of all impartial people and, so far as I can learn to the satisfaction even of the majority of the committee, that there was no shadow of truth in the charge that the late government or any member of it had even considered the purchase of the road, much less bargained for it at any particular price. The suggestion that any minister contemplated for a moment the acquisition of the line at the price named by Mr. Farwell has been completely disproved. When it was said in an early letter of this series that the negotiations of Mr. Farwell made no headway, some of the St. John and Halifax papers took exception to the remark. At this stage even Chairman Lister would not suggest that the project for the sale at that price or any price ever made the slightest headway.

As a diligent reader of the eastern papers the writer enjoys the attention paid to this correspondence by the valued Chronicle and equally valuable Telegraph. It was rather astonishing to notice that the Telegraph, on the day when every other newspaper in Canada made the death of Dalton McCarthy the chief event, devoted its leading article to able reflections on these modest but instructive letters. Again on the morning when other newspapers in the world gave editorial pre-eminence to the death of Gladstone, the Telegraph's long and able leader was devoted to a discussion of the moral and spiritual condition of the present writer. It is rather paralyzing to be thrust thus suddenly into an eminence which makes the death of Dalton McCarthy unworthy of notice and the departure of Mr. Gladstone a passing incident. Under the circumstances one could not well do less than read those seven leading articles carefully and even ponder over them. From an intimate acquaintance with the writings of my friend Mr. Hannay, who has argued both sides of most questions, and has attacked and defended successively or simultaneously many persons, I am able to learn his real opinions. Careful analysis satisfies me that while he does not regard these Ottawa letters as quite the equal in point of literary merit of certain historical and biographical works with which he is acquainted, he is impressed with their moderation, their fairness, and their accuracy. Let me, however, express the hope that the editor of the Telegraph will not open fire on the equally fair and truthful letters of Mr. Gates from the Holy Land. A writer who does not understand Mr. Hannay's style might judge the Telegraph editorials by their mere surface indications. S. D. S.

OTTAWA, May 23.—The three new Canadian knights have been occupied during the last two days receiving congratulations from their friends and others. Some one makes the remark that the knighthoods in Canada are intended to afford a solace to aspiring politicians who fail to obtain something more substantial. That is certainly not true in all cases, but may have some application to the two speakers. Sir Pantaleon Pelletier aspired to a place in the cabinet. He was a minister under Mackenzie and was regarded as a leader in the Quebec district of the liberal party. With the Langeliers he took part in the late little affair against Mr. Tarte, and in general has been to the front with the old line liberals in all emergencies. His was one of the names on the Mercier notes retired from the proceeds of the Baie des Chaleur enterprise. It was he especially who carried on the campaign in the interests of Frank Langelier, who had the promise of the governorship of Quebec, but who finally compromised on a judgeship. Mr. Pelletier is perhaps enjoying in the title that he has now received some consideration for his share of the compromise. However that may be, he is a man of ability, and if speakers are to be knighted by virtue of their official position, as is now likely to happen, he is a man of sufficient importance in his own province to justify his share of the honors. Lady Pelletier, who is a leader in society, will no doubt enjoy the title that falls to her.

Speaker Edgar is also a disappointed politician. He naturally claimed a cabinet position, as he had been during the whole tory regime a sort of organizer and manipulator of the party. It was naturally a little unpleasant for him to see Mr. Mulock, whose only recommendation was his wealth and his large contributions, given a portfolio, while he was left with only a speakership. Speaker Edgar is a poet, barrister and an author of certain legal works of considerable usefulness. In his profession as a working lawyer he has not attained to eminence, but he is regarded as a scholarly man, who was a good deal of sagacity in political matters. Mr. Charlton described him some years ago as "un unscrupulous machine politician," and a machine politician he certainly has been from the beginning, though the present writer would not go so far as to use Mr. Charlton's adjective in characterising the type. One of the tributes paid to Mr. Edgar on the occasion of this honor is that offered by Le Soliel of Quebec, Mr. Pacaud's journal, which has once more become the subsidized government organ and is relieved from the ecclesiastical ban. The Soliel says.

"For many years he (Mr. Edgar) has been the principal source of inspiration of the Toronto Globe, the great liberal organ. He is of all the liberal deputation from Ontario the most sympathetic towards the Canadian French people. Knowing our language perfectly, he interests himself much in the French press. Understanding our situation, he has never failed to be the champion in the press and on the public platform of the French Canadians and the Catholics everywhere that they have been attacked in the neighboring province."

In introducing this account of the new knights, Le Soleil triumphantly declares that Sir Wilfrid Laurier's visit to London has not been in vain.

Mr. Edgar was long debited with the authorship of a poem which told in the other direction. The fine political ballad beginning—

"The traitor's hand is on thy throat,
Ontario, Ontario."

was represented to be Mr. Edgar's ballad until he rose and disclaimed it, after which the authorship was placed on the right shoulders, those of Mr. Bengough, the Globe's cartoonist. The particular lines which Mr. Edgar naturally was anxious to disclaim after the reorganization of the liberal party under Sir Wilfrid Laurier were the ones beginning—

"Beware the French Canadian horde,
Ontario, Ontario."

The party in Ontario is not bewaring the French Canadian horde at present, and Mr. Edgar, or Sir David Edgar, as we may now call him, is not persuading them in that direction. On the contrary, it was he who appeared at Montreal after the execution of Louis Riel to arrange the alliance with the Rielites under Mr. Mercier. It was shortly after this and probably in this connection that Mr. Charlton poured out his soul in that agonizing protest of his against French Canadian leaders like Laurier and unscrupulous politicians like Mr. Edgar. Now Mr. Edgar is Sir David, and Mr. Charlton is obliged to submit to his rulings under which Mr. Charlton's spectacular moral excursions have been too often headed off.

For the rest Sir David is a gentleman who endeavors to make himself agreeable to both sides of the house. He is not perhaps an able speaker compared with some who have gone before him, and his treatment of the Bruneau affair left the impression on the opposition side that he was prepared to go to great lengths to help the government out. But he exercises a genial and, in comparison with some of his predecessors, a lavish hospitality in the speaker's chambers, and shows that he is not dwelling at ease in Capua by writing a book on Ottawa and its history, which has just now gone into circulation. Lady Edgar is also devoted to letters and especially to matters of Canadian history. One book of hers relates to the history of Upper Canada in the early part of the century. It contains the correspondence of different members of the Rideout family, to which Mrs. Edgar belongs, and which bore an active share in the war of 1812-14. One of the speaker's daughters has taken the arts course in Toronto University and is following the footsteps of her father and mother in her literary interest.

Sir John George Bourinot can offer to the world more substantial reasons than either of the others for his knighthood. Mr. Bourinot is an authority on parliamentary government, not only in this country but elsewhere. He is more widely read than any other Canadian author of serious books, and is probably the largest and most favored contributor to the learned reviews of other countries. At this moment he is giving his spare time to the preparations for the Royal Society, which is now about to meet and to which he is contributing his paper on the United Empire Loyalists. The paper of which the lectures in St. John and Halifax were a sort of outline is now complete. The Caanadian Magazine is publishing a series of articles from his pen on the Makers of Canada, and he has recently contributed to the 19th Century a paper on the loyalist immigration. The clerk of the house has a well trained staff and the work of his office runs without difficulty, but in the chamber he has to keep his eye open all the time. The ministers are of course not collectively as well trained in parliamentary usage as some previous governments, many of them being fresh to this parliament. It is no particular discredit even to an old member that he shall have failed to master the routine of ministerial business in the house. Probably not more than two or three ministers in any government trouble themselves much about it, and those who do have to advise the rest. So far no member of the present government has acquired the skill sufficient to relieve the learned clerk of the duty of explaining how to do it. Even Sir John A. Macdonald, who was supposed to know all the parliamentary tricks and devices, occasionally resorted to the clerk to help him out. Mr. Bourinot distributes his assistance impartially to front and back benches on both sides of the house, and is ever ready to explain the reason of things to any student who desires information. In his house on Cooper street he has a magnificent library, especially strong in Canadian historical and descriptive works, and very rich in old books of the French period. Among his recently acquired treasures is a splendid copy of the "Atlantic Neptune," Col. Desbarres' charts of the Atlantic coast. These volumes were once the property of the Dauphin of France, and of course