

will make money out of their land grant, and I will tell you why I think so. Not because I think they will succeed in making any rich discoveries such as those that have been spoken of; because I cannot conceive of any reason why the same rule that applied in the very same kind of district in British Columbia will not apply in the Klondike district, especially when the expense and trouble of getting there are very much greater than they are in the other case. But in the Klondike district there are long stretches of territory where at the present time a man could take out \$4, \$6 or \$8 a day. There are large stretches of sand-bars of that kind which it will not pay the placer miner to stay and work for any length of time. But this company can take such districts, which would be unproductive if worked in the ordinary way, and they can apply to them the results of science and the latest improved methods of machinery, and make them profitable. In doing this they would employ a large number of men, and a large quantity of machinery and supplies, which would be furnished through the ordinary channels of Canadian trade; and this is one of the reasons why I think this contract should commend itself to the judgment of the members of this House.

Now, I have taken longer than I intended to take in the discussion of these matters. But I have one word more to say in regard to some statements contained in the letter of "Onlooker"; and I think it would be a mistake if the House failed to understand what the position of the great Conservative party is upon another phase of this question. Here is the statement of "Onlooker":

Is Canadian trade to the Yukon dependent on this particular method of contract-giving, with its peculiar attaching conditions? Have I not read in the same paper that gave the news of his deal that a United States commercial company had placed orders to the amount of \$170,000 in Vancouver for Yukon goods? Are there not scores of able transportation companies advertising for and now actually beginning the transport of people and supplies from Canada to the Klondike, and some of them over this very route? Is there not besides the Edmonton route, the Ashcroft route, the Skagway route, and the Dyea route, for all of which Canadians are outfitting parties in every quarter of Canada? Was the future of all trade to the Yukon from Canada bound up with this particular scheme?

Now, here we have as clearly as the hon. gentleman will dare to state it, the intimation of his opinion that the position of the Yukon trade at present does not warrant any extraordinary effort on the part of the government to secure it. We have here the intimation that we were getting \$170,000 of trade, and that surely if we were getting that amount, we ought to be satisfied. It ought to be nothing to us that our friends down on the Puget Sound were

getting millions, we ought to be satisfied—being a poor and small community—with getting \$170,000, and let the millions go to our friends on the other side of the line. That is the position which the Conservative party is taking in connection with this contract, and that is the point I want the House to understand, and which I think the hon. gentleman will have to explain to the manufacturers and merchants and wholesale men of the Dominion when he comes to explain the attitude he has taken upon this contract.

As to the difficulty of carrying out the undertaking by the contractors, I just wish to quote briefly an article from the "Victoria Colonist" which is a paper that generally opposes this Government, and a paper on the Pacific Coast which probably has a more accurate knowledge of the undertaking than any newspaper, ordinarily speaking, in this part of Canada. The "Victoria Colonist" says:

Hon. Clifford Sifton has declared that the task of constructing the Stikine-Teslin Railway is almost superhuman. This is strong language, but not too strong. Few people can grasp the magnitude of what Messrs. Mackenzie & Mann have undertaken. We believe they will succeed, but only those who have made actual calculations of what must be done in order that the 150 miles of railway may be completed by September 1, can have any idea of the magnitude of the undertaking. The actual work of building the road is not a very serious matter. If the contractors were given two years in which to do the work they would accomplish it without any very great difficulty; but it is to be remembered that they have practically only four months, and that during this short period everything used in constructing the railway, except the right of way and the ballast, must be taken up the Stikine River. This is what will make the undertaking exceptionally difficult, and if the contractors can manage to carry out their bargain they will deserve the first place among railway builders. We venture to say that no men ever before undertook to build 150 miles of railway under such circumstances in the same length of time. Fortunately, both the contractors are men who have energy and experience to assist them in their tremendous undertaking, and the facts that they have put up a very substantial guarantee shows that they believe themselves able to do what they are attempting.

That is the opinion of a paper published on the Pacific Coast which usually opposes the administration of this Government. Now, I have simply referred to that to show that we who entered into this contract are not the only persons who attach great importance to the magnitude of the undertaking which these contractors are attempting.

I propose to say only a few words more with regard to one or two points brought before the House during this discussion. The term "Land Monopoly" has been thrown across this House. I think it was my hon. friend from Gananoque (Mr. Taylor), or perhaps it was the hon. member for East Grey (Mr. Sproule), who suggested