

of opening it up, when there is a possibility of avoiding it, and I am pleased to-night to be able to say that at last the government of this country have found a portion of the far west which is able to develop itself without adding to the burdens of the taxpayers of the older provinces.

Hon. Mr. BOULTON—To the extent of 150 miles?

Hon. Mr. KING—I am not to-night going to cry over spilt milk. I am not going to complain of the moneys that have been expended in the past in the west, but I am satisfied that the people of Canada, as a whole, will be glad to know, as I have said, that even the lands in the Klondike are of sufficient value to induce the construction of a railway for the purpose of developing the mining interests in that country. It is said that the Government should have given cash—

Hon. Mr. McCALLUM—Who says that?

Hon. Mr. KING—I have heard it said in a great many places—I hear it every day.

Hon. Mr. McCALLUM—Not authoritatively by anybody—merely a rumour.

Hon. Mr. KING—It is said that the land which the syndicate gets could have been placed on the market and millions more than what the railway is to cost would have been realized. That is an old story and one I think that will not bear repeating. I have a vivid recollection myself of hearing similar statements made with regard to the construction of another great work in this country. I heard the hon. gentlemen who were charged with the administration of the government of this country going so far as to predict that before 1891 Canada would have received from the sales of land in the North-west a sum of money sufficiently large to recoup it for all the expenses connected with the building of the C. P. R. I think it will not be denied that down to the present time—I may be wrong, and if so, I am subject to correction—the receipts from sales of land in the North-west have been scarcely sufficient to pay the cost of surveys and management.

Hon. Mr. BOULTON—They have been given away.

Hon. Mr. KING—I believe that the government should take no chances in this matter. We all hope that the prospects in the Klondike country may continue to grow brighter and brighter, but none of us know what may happen in a year or two from now. We do know that the inducements at the present time are sufficiently strong to warrant capitalists outside of Canada, commanding large amounts of wealth, to invest it in that country, but we do not know how long placer mining in the Yukon is likely to hold out, nor do we know what value there may be in the land which the government purposes to give to the syndicate for building that road. It is said that the contractors for this railway have got a five years monopoly. To a certain extent I admit that is true—a monopoly so far as the building of railways from the coast into that district is concerned, but I shall be greatly surprised if there is any provision in the contract which prevents the building of roads from this side of the Yukon into the Yukon district.

Hon. Mr. SCOTT—Hear, hear.

Hon. Mr. KING—Then again, I may be wrong, but I think that when the navigation of the Yukon is open, it will be possible to transport supplies by way of the Yukon as they have been going heretofore, and so far as monopoly is concerned, I have not a shadow of a doubt in my mind that when it can be demonstrated, in a year or even less time, that the business of that country will warrant the construction of railways from points available on this side of the mountains in our own North-west Territories, that capital will be found in sufficient amounts to undertake them. It must not be supposed for a moment that all the people in Canada live on the Pacific coast. If I am not greatly mistaken 95 per cent of them live south and east of the Yukon River, and we on this side of the continent have an interest in getting into that district without going to Vancouver, up the coast, along the Stikine River, and by Teslin Lake to the Yukon. I expect that long before the five years expire, if the trade of that country will warrant it, capitalists will be found who will at once begin the construction of railways at points in our own North-west Territories, and the monopoly will soon have passed away. In doing this we shall also provide a market for our work-