

miners strike rich mines they can go in before many of them get to work or even after they are in, and by the peculiar method of settling the blocks they can freeze them out. I think that altogether the consideration is so enormous that it should be condemned, and I feel almost certain that hon. gentlemen in the government will modify this extraordinary bargain and bring it into some shape yet that they will use their influence with the contractors and have this extraordinary contract shorn of its worst features. The desire which we all have to give relief to those who may go into that country and get the trade of the Yukon country is very great, but the government have brought before us such an extraordinary agreement that it will be impossible to get the people of this country to accept it. What do we find in Mr. Jennings's report? He estimates that 12,000 people going in there and paying five cents a mile and each taking in three-fourths of a ton freight will give in a period of four months earnings amounting to \$540,000. He estimates the cost of operating at about \$55,000 a year. There will be a clear profit of \$209,000 a year on the working of that tramway, after allowing ten per cent for depreciation and interest on the first cost. Capitalize that at four per cent and you have the sum of \$5,225,000. Then there are the various monopolies that this company has. There is to be no other company chartered from the head of Lynn Canal except this.

Hon. Mr. MACDONALD—And no taxes.

Hon. Mr. FERGUSON—That also should be estimated, and the preference in royalty of 9 per cent. over ordinary miners. There is a preference which they have with regard to constructing a railway from the head of Telegraph Creek to a harbour in British Columbia, and they have that for ten years. If at any time within ten years the government of Canada is prepared to vote money or land or other consideration for building that railway, and this company is willing to do it, they have to give them the first chance. That is a valuable consideration. They have a monopoly of building railways from any point from the international boundary or at the head of Lynn Canal into this country. These monopolies must be extremely valuable. We know the monopoly the Canadian

Pacific Railway had of building branches and they did not give that monopoly up until they received a valuable consideration for it, and now we are proposing to give enormous monopolies, exemptions, preferences, town sites and mineral lands in addition to the earnings of a railway that the government engineer says will be over and above the cost of working and interest on the cost of construction and depreciation, \$209,000 a year which represents over \$5,000,000 in money. There is the unreserved timber in that country. Although there is not much of what we call valuable timber, it is the best they have and will be very valuable there. They have enormous franchises given them and all that for building 150 miles of tramway. I am astonished that hon. gentlemen would come before the country with such a proposition as this and I hope in the interests of the country that even now they will pause and come to parliament with a proposition to which honest men can give their support. My hon. friend the leader of the House looks at me. I am very far from saying no honest man can be found who will vote for it. If I have said anything of the kind I do not exactly mean it. Honest men may be very misguided sometimes and in this case, if hon. gentlemen will persist in this measure and force it on parliament they and their supporters are very much misguided in my opinion. I think the consideration for the building of this railway is enormous, and it forms no part in the trunk line which we wish to see built from the North-west Territories or British Columbia to the Yukon. The consideration is so large that I am surprised and amazed hon. gentlemen should come before the House with such a proposition. I have many other notes before me, but having spoken so long, I must only thank the House for their attention and take my seat.

Hon. Mr. BERNIER—This debate is very likely drawing to a close. Before it closes I ask the indulgence of the House while I may make a few remarks in connection with a subject which I expected would be mentioned in the speech from the throne and which is conspicuous by its absence. Fortunately the hon. gentleman from Marquette has to some extent supplemented the omission by some of his remarks.—I mean the school question. My hon.