

years, less any services which the railway company may perform for the Government, the Government being secured all the time by the retention of 2,133 acres of land per mile of the railway. It is a very simple calculation for any one to make, to show that this quantity of land retained will amount to over 550,000 acres, on which the Government will have a mortgage for this \$80,000 a year annuity for twenty years. The hon. member for South Oxford (Sir Richard Cartwright), estimated the present value of the annuity, the other day, as being in the neighbourhood of \$1,100,000, and his estimate is probably correct. When we consider that this road will have mails to carry for the Government, supplies to carry for the Mounted Police, and a great deal of other work to do for the Government during the twenty years, it is only reasonable to assume that this 550,000 acres of land, at the end of twenty years, will be worth very much more than what the Government advanced to the company, and be ample security for the said advance. Take the rate at which land is selling, within any reasonable distance of the Canadian Pacific Railway, equal to this, and you will see, Sir, that my estimate is by no means overdrawn, and that the amount of land retained by the Government is amply sufficient to secure them for the advance they propose to make. This is not a bonus, in the ordinary sense, which is offered to the Hudson's Bay Company. It is an advance secured upon landed property, which is the best class of security the Government could have. My hon. friend beside me says it is a donation. The terms of the agreement show it is not. He knows very well that good land in Manitoba near a railway is very good security for an advance of money, and the land through which this railway will pass is of such a nature that it will be made valuable by the railway passing through it. I had some extracts from Government reports proving this, on which I cannot lay my hands at present, but I will refer to them at a later period. Summarizing, however, I may say that the road, at its start, passes through a country settled to a very large extent in anticipation that the main line of the Canadian Pacific Railway would have gone that way, as arranged by my hon. friend in front (Mr. Mackenzie). After that, it strikes a good open prairie country, graduating off to a district containing a very considerable quantity of timber, some of it in scattered bluffs and some in wide belts along the shores of the lakes and rivers. I distinctly remember Professor Macoun and others stating in these reports that there was spruce timber there of four feet in diameter, but I shall try to lay the extract from the report before the House on a later occasion. This district, not being sub-divided yet into townships, we are deprived of the assistance of the surveyor's field notes in showing the quality of the land. To resume what I have said, the country through which this railway passes is valuable, according to the reports of all the explorers. The country is not asked to advance any money until the road is completed, and immediately the road is completed the land served by it will become valuable. Five hundred and fifty thousand acres of that land, made valuable by the construction of a railway, are then to be pledged to the Government for an annuity of \$80,000 a year for twenty years, out of which the road will earn a great deal by doing business for the Government.

The road is, as far as we have anything to do with it, a colonization road. We are not concerned with whether it goes on to the Mackenzie River or to the Hudson's Bay after it passes the Saskatchewan. I believe it would be a good thing to take it to Hudson's Bay, as the season of navigation there, according to Commander Gordon's report, is at least double what my hon. friend opposite me has said it could only be; but that discussion has nothing to do necessarily with what we are speaking of now. Another objection has been raised by my hon. friend. I was surprised that he should have raised it. He said two other roads parallel to this had been already similarly bonussed. I am surprised at the hon. gentleman's objection. I am surprised that a gentleman so well acquainted with the North-West, as the hon. member for Huron (Mr. Cameron) is, and so well acquainted also with the districts through which these railways we have bonussed runs, should make the objection. I know he is very well acquainted with the country along Long Lake, and knows how much that railway has benefited that district, because he has been an investor there, but when he finds fault with bonussing this road because it runs parallel to these others, I am astonished. What is the distance between them? I cannot give it off-hand, but I know it is a good many hundreds of miles between the proposed route of the Hudson's Bay Railway and the route of the most easterly of the others, the Regina and Long Lake Railway, and to oppose this measure because the road will be parallel to another railway several hundred miles away, running through a totally different country, seems to me absurd. My hon. friend forgets that this road taps the Saskatchewan just at the foot of its navigation. He forgets that the Saskatchewan valley is the coming promised land of the North-West, and that there are many millions of acres there only waiting facilities to be settled. He forgets that a thousand miles of navigation extend westward from the point this railway will touch, and that at the same point there is a water power quite equal, if not superior, to the Chaudière Falls in this city. He forgets that at that point there is every probability of building up a city as large and prosperous as the one in which we are holding our meeting to-day, based on an equally solid foundation, the cutting of timber and the grinding of grain for Europe, because the Saskatchewan is not merely a grain-growing country, but it taps the pine and spruce forests of the Rocky Mountains, and this railway will pass through a well-wooded country. With this water power, with the supplies of timber and grain to be brought by water to this point on the Saskatchewan, with railway connection from that point to Winnipeg, there is every reason to expect that a very large and prosperous city and surrounding settlement will be established at that point. My hon. friend has given notice of amendment.

Mr. CAMERON (Huron). No.

Mr. CASEY. My hon. friend says he has not, but he said that no doubt amendments would be moved on the third reading, and that, therefore, there would be no object in going into the matter fully just now. I call that giving notice of amendment. As amendments will be moved, I will reserve what I have to say for the present about the navigation of Hudson's Bay, because I think I