

ories. We have heard something about the land for the settler. Let us see how our friends carried out that policy. I submit, Sir, that this first regulation did more to retard immigration and injure that country than anything else ever done by any government at any time since the settlement of our western prairies was seriously taken up. I have referred to the land regulations passed in Ottawa on July 9, 1879. Up to that time people taking homesteads of 160 acres could get 160 acres on the adjoining quarter section at \$1 an acre, which was very satisfactory. But here is the first regulation regarding lands to be kept for railway purposes. The country was divided up into belts:

Public notice is hereby given that the following regulations are promulgated as governing the mode of disposing of the Dominion lands situate within 110 miles on each side of the line of the Canadian Pacific Railway.

1. Until further and final survey has been made west of the Red river, and for the purposes of these regulations, the line of the said railway shall be assumed to be on the fourth base westerly to the intersection of the said base by the line between ranges 21 and 22 west of the first principal meridian, and thence in a direct line to the confluence of the Shell river with the Assiniboine.

2. The country lying on each side of the line of railway shall be respectively divided into belts as follows:

(1) A belt of five miles on either side of the railway, and immediately adjoining the same, to be called belt 'A';

(2) A belt of fifteen miles on either side of the railway adjoining belt 'A,' to be called belt 'B';

(3) A belt of twenty miles on either side of the railway, adjoining belt 'B,' to be called belt 'C';

(4) A belt of twenty miles on either side of the railway, adjoining belt 'C,' to be called belt 'D'; and

(5) A belt of fifty miles on either side of the railway, adjoining belt 'D,' to be called belt 'E.'

Now, take this belt of five miles on either side of the Canadian Pacific Railway. According to this regulation this was entirely withdrawn from settlement, and the price placed on these lands was \$6 an acre. Mr. Speaker, a settler going into that country could not get within five miles of the Canadian Pacific Railway without paying \$6 an acre for his land. In the next belt from the railway they were allowed to homestead. But what were the conditions? Were they allowed to take 160 acres as a homestead? No, they were deprived of that privilege. In the belt running on either side of that line from five miles to twenty miles from the railway, settlers were allowed to homestead only 80 acres on the even numbered sections, and to get a farm of 160 acres they had to buy the other 80 acres. They had a pre-emption of 80 acres, and they had

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to pay \$2.50 an acre for the adjoining 80 acres. The odd numbered sections were removed from homestead altogether. There is no need to tell this House that the odd numbered sections to the extent of one hundred millions of acres were removed from settlement—one of the worst and most outrageous plans ever brought into effect, a plan that has done more to hinder immigration and make hard the life of the settler than any other that could well have been conceived. So undesirable were the conditions of settlement made by this plan that the people would not put up with it, and for years, they drifted into the United States. Even many of those who were already settled there, left that country, while the new immigrants crossed the line as fast as they could. In this belt from five to twenty miles from the railway, the price of land in the odd numbered sections was placed at \$5 an acre. In the next belt, farther from the railway settlers were allowed to homestead on the same conditions as in the other, paying \$2.50 an acre for pre-emption. In the next belt, from which was 40 to 60 miles from the railway, they were allowed to buy at \$2 per acre—that is \$2 per acre for the pre-emptions as well as for the odd-numbered sections. You had to go out into belt 'E,' sixty miles away from the proposed line of the Canadian Pacific Railway before you could get land at \$1 per acre. This, let it be remembered, was away back in 1879, the first regulation I believe put into operation by our Conservative friends. It was one of the worst arrangements ever made; it destroyed the country for many years. Vigorous work was needed in the way of advertising the richness and advantages of that country before people could be persuaded to go into it to any great extent. Now what effect did that land regulation have on immigration? I notice that my hon. friend from Winnipeg (Mr. Bole) quoted practically the same figures that I am about to give. In the year 1879 the year when this regulation came into operation, over 4,000 homesteads had been taken up in that country, covering 650,000 acres. And during the last year of the Conservative regime the homestead entries had dropped to 1,857, the smallest in the whole 18 long years of Conservative rule. They went out of business doing much less than when they began. Immigration had practically ceased.

Now, perhaps I have taken up as much of the time of this House as I ought to take, but there is so much to be said on the management of the country affairs by either party, that to do anything like justice to the points takes considerable time. However, to come back to the resolution which is now before the House I find words used by the hon. member for North Toronto (Mr. Foster) in proposing this resolution that seem to me to be those of a person of the coldest possible nature. I leave it to the people of the country to say if one could well have