

Hon. Mr. MACPHERSON.—Where is it spoken of as an average price?

Hon. Mr. CAMPBELL.—In the body of the Act, clause 15.

Hon. Mr. MACPHERSON.—It says the upset price shall not be less than \$2.50.

Hon. Mr. CARRALL.—No. \$2.50 shall be the average price.

Hon. Mr. CAMPBELL said this is the average, and, all things considered, a very low one. The country is spoken of as much more fertile than that to the South.

Hon. Mr. MACPHERSON.—The hon. gentleman does not state the provision of this clause fairly. What I complain of is that the whole control of the land, the Government's as well as the Company's, should be in the hands of the Company.

Hon. Mr. CAMPBELL—I am surprised that my hon. friend wraps himself up in a series of delusions which everybody else sees through. It is plain the Government says what the average price shall be, and that the Company may sell its land at any price it pleases, so long as the average is kept at \$2.50, and the same with us. Some of the Company's will be placed at more than \$2.50, no doubt, but other portions at less. Will not the Company be as much interested in selling its land as the Government theirs? Will not the whole life of the Company depend upon its success in selling the land? What does the hon. gentleman himself say in his letter on this subject? That "the subsidy money is, in itself, insignificant relative to the large outlay necessary, and the fact that Company will have to rely on the disposal of the lands for the greater portion of the expenditure," renders it expedient they should be disposed of. Is not that likely to be the result? Is the Company likely to keep lands locked up, when its very life depends on their sale? Everybody can see this point but my hon. friend. The provisions in our act are copied from those of the Northern Pacific, except that it contains none of the safeguards we have introduced. It is plain the alternate sections belonging to the U. S Government cannot be sold at less than an average of \$2.50, and they are in a region that, from all we know, is infinitely inferior to our country. Ask our friends from Manitoba what the character of the Northern Pacific country is, compared with our route, a thousand miles of which, from the Red River to the Rocky Mountains, is through a fine prairie country. See if the American can compete with this region; and yet, in the Northern Pacific Railroad Charter, this was the price fixed for the land. Another part of my friend's argument was against a railway altogether,

that physically the country was not fit for a railway at all. Mr. Fleming was reported as much disappointed with it—that he had said that many of the lakes and streams were salt. The hon. gentleman also entered into a calculation showing the area of cultivated land in the Dominion, and in the United States, and he argued that, as it had taken Canada 100 years, and the United States 200 years, to settle those areas, respectively, we never should get our land settled to the extent anticipated, and that we were entering upon a railway era that must result disastrously. Well, the area of cultivated land in each country was about the same last year as at present. Why did he not point out these facts to us, then, before the faith and honour of the country had been committed to this enterprise—before we held ourselves out to the world as able to do this work? We are in no worse position now than we occupied then. He points out our difficulty and danger now when it is too late. But he is entirely mistaken as to Mr. Fleming. There can be no stronger evidence of his opinions—those of a man of cautious temperment, who has travelled through the country, and is qualified more than most men to form an idea of its true capability—than the fact, not that he has made a professional report or estimate, but subscribed for a large amount of stock in the company. He has shown his readiness to enter it and run some risks. I happen to know he believes there is a great future before this country, and has a high opinion of its fertility, and mineral resources, and does not doubt the capacity of the Dominion to build this road; that he thinks there will be no real difficulty if we are united, and if we attack the work with energy and caution such as we have so effectually displayed in days gone by.

Hon. Mr. MACPHERSON.—The rumours we have heard with regard to the character of the country were not before us last year. What I complain of is that the information obtained by the officers of the Government who crossed this country was not placed on our table.

Hon. Mr. CAMPBELL.—My hon. friend's criticism, looking from the past, points out that he would have reserved 25 per cent. of the land, and he states our reservation of nine millions of money is illusory. Supposing the road finished in ten or fifteen years; it would be impossible this large tract of country could be half settled. Who would be interested most in its settlement? Why the bondholders, the men who hold the land. You have a security there beyond all other kinds,