

May 7, 1872

Hon. Mr. BLAKE said that this was no answer to the question he had asked as to whether Sir Hugh Allan had been asked for his consent.

In reply to Hon. Mr. Blake, **Hon. Sir GEORGE-É. CARTIER** said that whatever company might build the road could do what they pleased with the alternate blocks of land. He also replied, in answer to Hon. Mr. Blake, that the subsidy would be paid to the company at the discretion of the Government; also, that the Government had not decided when or at what price to sell the blocks of land to be retained for a sinking fund.

In reply to Hon. Mr. Anglin, **Hon. Sir GEORGE-É. CARTIER** said the gauge of the road would be 4 feet 8 1/2 ins. and be built in such a way as would be approved by the Governor General in Council. It was a great institution, the Governor in Council. (*Laughter.*)

Hon. Mr. BLAKE said that the result of what had been extracted from the Government was this: that they proposed to take 30 millions of money and 50 millions of acres of land and to contract for the disposition of 50 million other acres of land. This was the scheme they proposed to the liberality, or he should rather say, the credulity of the House. (*Hear, hear.*)

The first and the two following resolutions were then adopted:—

That such railway shall extend from some point on or near Lake Nipissing to some point on the shore of the Pacific Ocean; the course and line thereof to be subject to the approval of the Governor in Council.

That the whole line of such railway shall be constructed and worked by one Company, to be approved of and agreed with by the Governor in Council, and be commenced within two years and completed within ten years from the admission of British Columbia into the Dominion.

Hon. Sir GEORGE-É. CARTIER moved the fourth resolution as follows: “That the land grant to such company to secure the construction and working of the railway shall not exceed fifty million acres, in blocks of twenty miles in depth on each side of the line of the railway in Manitoba, the North West Territories and British Columbia, alternating with blocks of like depth reserved for the Government of the Dominion, and to be sold by it, and the proceeds of such sale applied towards reimbursing to the Dominion the sums expended by it on the construction of the said railway; such lands to be granted from time to time as any portion of the railway is completed, in proportion to the length, difficulty of construction, and cost of such portion; and in Ontario such land grant to be subject to the arrangement which may be made in that behalf by the Government of the Dominion with the Government of that Province; provided that, if the total quantity of land in the alternate blocks to be so granted to the company should be less than fifty million acres then the Government may, in its discretion, grant to the company, such additional quantity of land elsewhere as will make up such alternate blocks and quantity not exceeding fifty

million acres; and in the case of such additional grant, a quantity of land elsewhere equal to such additional grant shall be reserved and disposed of by the Government, for the same purposes as the alternate blocks to be reserved as aforesaid by the Government on the line of the railway.”

In reply to Hon. Mr. Blake,

Hon. Sir GEORGE-É. CARTIER stated that the quantities of land to be given to the company would be given by the Governor in Council from time to time as the line was built, taking into consideration the amount of work done.

Hon. Mr. BLAKE said about six hundred miles were to be constructed in British Columbia, and only about two-thirds of the land was to be found in that Province. Would that land in British Columbia be appropriated to the British Columbia construction?

Hon. Sir GEORGE-É. CARTIER said yes and in further reply to Hon. Mr. Blake, said there would be no maximum or minimum price named in the bill, at which the lands would be sold nor any time at which the lands should be settled.

The fourth resolution was passed.

Hon. Sir GEORGE-É. CARTIER moved the fifth as follows:—“That the subsidy or aid in money to be granted to such company, be such sum not exceeding—dollars per mile, or thirty million dollars in the whole, as may be agreed upon between the Government and the company, the company allowing the cost of the surveys of the line in 1871-2, as part of such subsidy; and that the Governor in Council be authorized to raise by loan such sum as may be required to pay such subsidy.” He explained that a large portion would be constructed at a comparatively light cost, while other portions would be the reverse. It was, therefore, proposed that the price per mile should be left open; and in reply to questions, said there would be no provision in the bill as to the time of payment of the subsidy nor as to the details of the construction, except that the gauge would be narrow, and that everything would have to be done to the satisfaction of the Governor in Council.

The resolution was passed.

Hon. Sir GEORGE-É. CARTIER moved the 6th, 7th and 8th as follows:—

6. That the gauge of the railway be four feet eight inches and a half, and the grade, material, and mode of construction such as the Government and Company shall agree upon.

7. That the Government may make such agreement as aforesaid with any company and approved by the Governor in Council and being incorporated with power to construct a railway on a line approved by them from Lake Nipissing to the Pacific Ocean; or that, if there be two or more such, having power, singly or together, to construct such railway, they may unite as one company, and such agreement may be made with the united companies; or that if there be no such company, with whom the Government deems it advisable to make such agreement, and there be persons able and