

grant attached to that, and McKenzie, Mann and Company got the Government to apply that land grant on lands in Northern Saskatchewan.

MR. McMASTER: My suggestion is that had the lands been in the possession of Manitoba that consummation of paying one's railway subsidies with lands within another province or another district would not have been available to Manitoba.

PROFESSOR MARTIN: The grant was not made by Manitoba.

MR. McMASTER: No, no, it was not made by Manitoba; it was made by the Dominion; but the grant was made in respect to construction within Manitoba.

PROFESSOR MARTIN: What was the contribution of Ontario?

MR. McMASTER: I will come to that in due course, if my learned friend will permit. The contribution in Ontario was largely in the form of cash subsidy and built road. However, I have a number of railway figures which I shall come to when I take up the railways, but I am going to take up two other matters before I pass from the consideration of the question whether Manitoba has really been unjustly and ungenerously treated.

In the interesting figures supplied by the Department of the Interior-- interesting not merely intrinsically, but by reason of their variety-- we find that half-breed grants were responsible for 1,518,500. I do not know whether that has been varied since the statement which I have was handed me, but it makes little difference. And let me say here, Mr. Chairman, that I am not making this remark with any critical attitude towards the Department of the Interior because, from what I can learn, the early records were kept in such shape that it is practically impossible for any figures except approximate figures to be compiled. At least that is the conclusion I am coming to. Anyway, I do not think it makes a bit of difference to my argument whether that is 1,500,000 or 1,600,000, or 1,300,00. The paper I have in my hand says that the half-breed grants

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