

so graded, irrespective of the wheat from which it is manufactured.

Bill reported, and read the third time and passed.

WEIGHERS OF GRAIN.

Bill (No. 164) to make further provisions respecting Weighers of Grain was read the second time, and House resolved itself into Committee.

(In the Committee.)

Mr. COSTIGAN. This Bill provides for only an unimportant change, and I believe there will not be much discussion on it. As the law now stands, the boards of trade have power given them by this Parliament to issue licenses, after examination, to qualified persons authorizing them to weigh. They have petitioned now that at the most important points of shipping, weighers might be appointed by the Government on their recommendation, and this Bill provides that, in certain cases where it is deemed advisable, on the petition of the board of trade for the locality, the Government can appoint a nominee of the board of trade. The Bill further states that the inspector or assistant inspector, on the recommendation of the board of trade, would be eligible for that position.

Bill reported, and read the third time and passed.

SECOND AND THIRD READINGS.

Bill (No. 162) to correct a clerical error in the Act 53 Vic., chap. 81, respecting the Great North-West Central Railway Company.—(Sir John Thompson.)

LAND GRANTS TO RAILWAYS.

On the Order, receiving Report of Committee of Whole on a certain proposed resolution (30th July) respecting the expediency of amending the Act to authorize the granting of subsidies in land to certain Railway Companies,

Mr. DEWDNEY moved :

That the said resolution be amended by striking out all the words after the word "railway" in the fifth line to the end of the resolution, and inserting the following words instead thereof: "from the town of Calgary, in the District of Alberta, in the North-West Territories, to a point in or near Township twenty-nine, Range twenty-three, west of the 4th Meridian, a distance of about fifty-five miles."

Mr. CHARLTON. Has the line been surveyed, and is the distance accurately known?

Mr. DEWDNEY. Yes; the line has been located.

Mr. McMULLEN. Is there some portion of it built?

Mr. DEWDNEY. No; no portion of it has been built?

Mr. McMULLEN. I would like to ask, also, what is the character of the land along that railway? It appears to me that we are giving away very large tracts of lands in the North-West to railway companies. At the time of the inception of the scheme for the construction of the Canadian Pacific Railway, we were assured by the late First Minister, and by other Ministers, that by this year we should have received not less than \$70,000,000 from that country from all sources to recoup this Dominion for the money it has expended on that

Mr. COSTIGAN.

road. Ever since, however, we have been giving the Government power to donate enormous tracts of lands to all the railway companies that choose to apply for them. I do not know the character of these lands. They may be good farming or ranching or coal lands; and if so, it seems to me that the prospect of opening up such a country to traffic ought to be a sufficient inducement to any railway company to construct a line 55 miles long through a comparatively level country, without asking us for a grant of 6,400 acres per mile. I think a return should be brought down giving us some idea of the quantity of land we have given away in this manner, and the quantity that we still have available for settlers. Will all the grants that we have given to colonization companies, ranching companies and railway companies, it appears to me that the land which was intended to recoup us for the enormous sums which we have spent for the construction of the Canadian Pacific Railway is dwindling down to very small proportions, and that the country will find that the resources upon which we have been depending to relieve this Dominion of the burdens it has undertaken, have been frittered away. The hon. member for West Assiniboia (Mr. Davin) appears to be tickled at the remarks I am making. As one of the representatives of the North-West, he seems to be delighted that it is getting all it wants, while the poor taxpayers of the other parts of the Dominion have to pay the piper. That has been our experience in the past, and it is likely to continue so. I consider it my duty to raise this objection, whatever others may do.

Mr. DEWDNEY. This is an old line, which has had this land subsidy for two or three years, and this resolution is only to transfer the subsidy from a line from Cheadle station to a line from Calgary.

Mr. CHARLTON. It is always difficult to profit by the experience of anybody else; everybody generally has to learn from his own experience. If we could profit by the experience of the United States in subsidizing railways with land grants, it would be a very good thing for us. The United States have gone through the same experience as we are going through, but on a larger scale. A large portion of the public domain of the United States has been granted to railway corporations; and that experience has demonstrated that at least two-thirds of those land grants were useless, because the railways for which they were given would have been built without them. We are following in the same course. We have not the same kind of lobbying at Ottawa which used to prevail at Washington; but we have something nearly akin to it. We have the chartering of railway companies, formed not for the purpose of building railways, or with any intention on the part of the corporators to put their own money into them, but only for the purpose of getting a charter and a land grant so that they can trade on them and sell them to other parties who may be willing to build the road. If we adopted the policy in this country of waiting until the actual *bona fide* railway constructor wished to build a railway, we would no doubt save to this country vast areas of land, and would secure for this country just as good and rapid railway development as we will under the present arrangement. I believe we are utterly reckless in frittering away that great heritage of