

intended to
ould have

and settler is
nt, so the
e deterrent
of Qu'Appelle
acific Com-
what pos-
for either
representing
at who set-
out it, and
ere on false
y natural
ceived and
anything
as a whole.
expense to
and agricul-
orld. The
ection than
an Pacific
e never de-
oken agri-
n for years
e territory
t of a com-
h into the
out long
the injury
if the rail-
rough this
within the
even now
the line of

Canadian
used to ac-
sidy along
e, will not
the course
the Gov-
ke any odd
t, in a ma-
for settle-
the land
main line
to Jasper
known as
tention of
n through
f which is
Company
occasional
rgely unfit
e the Com-
agreement
en permit-
s the south
s through
sion, unfit
for such
their favor,
they would
ef part of
f the rail-
they wished
character

has been known for a quarter of a century. They constitute the northern portion of a great American desert which is projected like the apex of a cone into Canadian territory, but which does not run so far north as the route selected by Mr. Mackenzie for the railway. Going into such a change of scheme with their eyes open, and avowedly for their own benefit, they should now be held to their agreement and compelled to accept their lands where they have chosen to run their road.

"Will the Government accede to this most unreasonable request of the railway Company? Unfortunately there is very little ground for doubt. The Company have had many requests to prefer since they undertook the work, and their requests have always sounded more like demands made than favors asked for. As demands to be complied with, and not favors to be granted, they have evidently been regarded by the Government. They have been able, heretofore, to get whatever they wanted, and there is only too much reason to believe that they have not parted with any of the power they are able to exercise over the Government whenever they feel disposed to do so. Moreover, the indications are strongly in favor of the view that the Government have all along contemplated capitulation, like Crockett's coon, whenever the Syndicate rifle might be pointed at them. They have been reserving a large tract of fine farming land in southern Manitoba, off which immigrants have been persistently warned, to the utter disgust of thousands of intending settlers. They have been reserving other large tracts in the fertile belt, for what purpose, unless as Syndicate preserves, no one seems to know. At all events the railway company have not hesitated to indicate on their maps where they mean to select their lands. Whether the Government will make any difficulty about allowing them to go where they please appears to be a matter of secondary importance, if indeed the acceptance of their interpretation of the bargain is not a forgone conclusion or a matter of pre-arrangement."

Now, we will see what Mr. Stephens says about it. On the 10th of September, 1883, he writes as follows to the *Globe*:

"Sir,—I observe that two articles published in the *Globe* on Saturday, the 8th instant, contain statements substantially as follows:

"1.—That the main line of this Company's railway has been made to run for hundreds of miles through a country which the Company themselves declare to be unfit for settlement.

"2.—That the Company have refused to accept any portion of their land subsidy in the belt lying along the main line west of Qu'Appelle.

"The articles in question assume these assertions to be correct, and base upon them a number of observations conveying the impression that the whole of the railway belt from Qu'Appelle to Calgary is admitted by

the Company to be part of the great American desert, and to fall within the exception in the contract with the Government which excludes from the land grant lands not fairly fit for settlement.

"As these statements could not have been made in language better calculated to mislead the public, to injure this Company, and to retard the settlement of the North-West, even if they had been prompted by the most bitter and malignant desire to attain those objects, and as they do not merely purport to convey the opinions of the *Globe*, but profess to state the views and to describe the acts of the Company, I feel it necessary to correct any erroneous impression the articles might create, by stating the facts.

"I have therefore to say that the assertions in the articles in question as to the character of the land along the main line of the railway west of Qu'Appelle, and as to the views of this Company in respect of that land, are utterly and absolutely unfounded.

"That this Company have not, either virtually or directly, admitted or declared the lands in the railway belt west of Qu'Appelle to be in any degree unfit for settlement.

"That this Company have not refused or declined to accept any land west of Qu'Appelle as a portion of their land subsidy.

"I might content myself with the foregoing categorical denial of the statements made. But to prevent misconception, I desire to add that this Company have not contemplated, and do not contemplate, refusing or declining to accept any of the uneven numbered lots in the railway belt west of Qu'Appelle as part of their land grant, except in so far as any particular section, for some special reason, may not be fairly fit for settlement; that this Company have examined a large portion of the territory referred to, and are satisfied not only that it is in a material degree fairly fit for settlement, but that to a large extent it consists of as fine farming land as is to be found in the North-West Territories or in any part of Canada; and as respects the portion of the territory not yet specially examined, they have no reason to doubt that it is of equally good quality.

"I have further to request you to be good enough to give this letter insertion in your paper, in order that the statement of this Company may receive as wide a circulation as the article to which it refers.

I remain, Sir,

Your obedient servant,

GEO. STEPHEN,
President.

Commenting on this, the *Globe* says:

"This is on the whole a reassuring letter. The public will be glad to have Mr. Stephen's opinion of the lands along the line of railway west of Qu'Appelle, his disclaimer on his company's behalf of any intention to decline these lands, and his implied admission that our view of the obligation resting upon the