

facturer or dealer places on the cans a mark representing them to be a certain weight, it must be the correct weight, and if the manufacturer puts on a date, the correct date must be given. The Bill does not compel the manufacturer to give the date or weight.

Bill read the second time.

#### LAND GRANTS TO NORTH-WEST RAILWAYS.

Sir HECTOR LANGEVIN moved, That the House resolve itself into Committee of the Whole to consider the following resolutions:—

1. That it is expedient to authorise the Governor in Council to grant to the North-Western Coal and Navigation Company (Limited) Dominion lands to an extent not exceeding three thousand eight hundred acres for each mile of the company's railway, from Medicine Hat to the coal banks on the Hudson River, about 110 miles.

2. That it is expedient to authorise the Governor in Council to grant to the Manitoba South-Western Colonization Railway Company Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway, from its commencement, at Winnipeg, to its terminus, at White Water Lake, about 150 miles.

3. That it is expedient to authorise the Governor in Council to grant to the Manitoba and North-Western Railway Company Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway, for the whole distance from Portage La Prairie to the crossing of the south branch of the River Saskatchewan, twenty miles from Prince Albert, about 430 miles.

4. That it is expedient to authorise the Governor in Council to grant to the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company Dominion lands to the extent not exceeding six thousand four hundred acres for each mile of the company's railway, from its commencement, near Regina, to the navigable waters of Long Lake.

5. That it is expedient to provide that the said grants shall be free grants, subject only to the payment by the grantees, respectively, of the cost of survey of the lands and incidental expenses at the rate of 10 cents per acre in cash on the issue of the patent therefor.

The question of building these lines of railway has already been before the House on previous Sessions. The first railway company which is mentioned in these resolutions is the North-Western Coal and Navigation Company (Limited). This railway begins at Medicine Hat, or its neighborhood, and goes to the Hudson River, within a short distance of Fort MacLeod, a distance of 110 miles. The Government had this matter before them at different periods. It was thought very important that these mines, at such a distance in the North-West Territories, might be worked, in order to provide fuel for the railways in the immense territories of the North-West, as well as to the settlers within such a distance from the mines, that the coal could be carried at a sufficiently low rate as to allow them to buy it and use it for their ordinary fuel. The Government tried, in accordance with the true interests of the country, to help the company, as far as possible within their powers, and with the consent of Parliament; but it was found that, after the company had attempted to obtain the necessary funds to build the road, other concessions and facilities should be granted to them, and finally it was decided that, subject to the approval of Parliament, the reserve of lands made by the previous Order in Council should be increased to 3,800 acres per mile, from Medicine Hat to the coal banks of the company. The company are to pay the costs of survey and other expenses at the rate of 10 cents per acre. This reserve is to be the same as by the previous Order in Council, and the increased grant of land shall depend on the line being completed during the month of August next. The provisions of that Order in Council shall remain in force, except as modified hereby. Then there was another Order in Council which determined the location of the line of railway from its junction with the Canadian Pacific Railway, so that this is the amount of land grant recommended in this case. This company has under construction, and approved location, 107 miles. If they get to the end of their charter they will have to build 35 miles more, which would bring them to Fort MacLeod, making altogether 142 miles.

Mr. BLAKE. Is the grant for the whole 140 miles?

Mr. McLELAN.

Sir HECTOR LANGEVIN. No; the grant is from Medicine Hat to the coal banks on the Hudson River, about 110 miles, but I gave the total mileage besides, which would bring them to Fort MacLeod. The second resolution is with reference to the South-Western Colonization Railway Company, and in this case, as in the others, it was found impossible for the company to raise the money necessary for the building of these lines, which were considered of the greatest importance for the opening up of the North-West. This line is south of Winnipeg, in the region south of the Canadian Pacific Railway, and is considered a most important railway, as it opens up large sections of country, consisting of beautiful lands, where already a large number of people have settled, but where, necessarily, they would hardly remain if they were without a railway to communicate with the Canadian Pacific Railway, and enable them to export the produce of their fertile lands. The next railway is the Manitoba and North-Western. That railway begins at Portage la Prairie and goes as far as Minnedosa. That portion of the line is already built to the extent of 78 miles, besides 58 under contract, and 75 miles under approved location, with 250 miles further to go to the end of the charter, which would make altogether 453 miles, whilst the Southern Railway, which we have under consideration, has 51 miles under operation, 212 miles under location, with 115 miles more to go to the end of the charter, making 378 altogether.

Mr. BLAKE. The proposed aid is only for 152 miles to the Manitoba South-Western?

Sir HECTOR LANGEVIN. The aid to the company is for 150 miles, at 6,400 acres per mile, that distance being the distance to White Water Lake. This is a very important road, and I have no doubt that hon. gentlemen will remember the discussion which took place on this matter in previous Sessions, and will agree that it is one of those railways which, if we aid any roads in the Territories, must receive the aid of Parliament. The third line is the line I alluded to a moment ago, the Manitoba and North-Western Railway. This line has already 73 miles in operation from Portage la Prairie to Minnedosa; the company is now constructing 50 miles more, and has the location approved of 75 miles further; and when all this is completed, it will still have 250 miles to construct, making a total of 453 miles. This railway will run from Minnedosa, in a north-westerly, or rather in a northerly direction, to Prince Albert. It is a very important road, because it opens up a large section of territory north of the line of the Pacific Railway, which, I understand consists of, perhaps not altogether, but to a great extent, very good lands, fit for settlement. There are a number of settlers already along the line, and I have no doubt that when opened up this district will be a favorite resort for settlers. Besides, the road will probably lead to other railways in that district which our successors in twenty or twenty-five years may have to build. The next line is that of the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company, which has twenty miles located and under construction, and the road will be sixty miles longer, making eighty miles altogether. Though this line is not so long or so important as the others, yet hon. gentlemen must have seen, during recent events, that a railway in that direction would have been a very great advantage. The building of this line will open, at a short distance of twenty miles, a long stretch of navigation, in the region of Long Lake, which will be very important. The grant of land, by the number of miles, is comparatively small; it extends only to Long Lake. I move, therefore, that the House resolve itself into Committee of the Whole on these resolutions.

Mr. BLAKE. There can be no doubt that the question the hon. gentleman has brought before us is one of very