

considerable demand for farming lands in any particular locality, and that several people are enquiring after the same lots, I will try and induce competition where it is possible to do so safely.

The Committee are aware that the Canadian Pacific Railway Company have decided to sell the lands, lately allotted to them in Southern Manitoba, precisely on the lines we have hitherto done, for the reason that they consider we have been so successful and they will be very glad if they obtain as good prices as we have done, about which I entertain doubts.

The North-West Land Company are going to sell exactly as we have done, and are going to copy our plans exactly. I have arranged with their Managers to endeavour to keep up prices and to avoid any attempt to undersell each other. They will be very glad, they tell me, if they can get as good prices as we have done.

There are, I think, reasons peculiar to our Company why we should sell as rapidly as we can, and at current market prices. As a rule land will now sell first from ten to fifteen miles on either side of the railway, and when that is taken up it will gradually extend further back, but I believe that distance must be pretty well filled up before many sales will be made further back.

It is a moderate price for farm lands, and the ease with which the land is brought into cultivation which is bringing settlers into the country. If the price goes up very much people will cease to go there. The further west settlers go the more costly will it be to transport their products to a market. Would the Western States have been filled up to the extent they have been if settlers had had to pay any such prices as we are now getting? Then consider the enormous quantity of available land there is in the North-West, compared with the small quantity already disposed of, to both settlers and speculators.

The Illinois Central began to dispose of their land grant about twenty-five years ago. It is, I believe, all sold now, and the average price of their lands, I understand, was about \$10 an acre, and only brought up to that figure by late sales, *after* the completion of the railway and a very large population existing in the state.

I think what I have written deals with the main factors to be considered, and I will not weary the Committee with a more extended statement. I have tried to deal with the question as a mere question of business, and without regard to any rumours and half expressed insinuations which may arise in the future as they have in the past. I do not believe