

18,800,000; North Dakota, 9,100,000; and Minnesota, 13,550,000 acres to bonus railways. So I do think, Mr. Chairman, that these facts are a complete answer to the statement or to the implication, or the argument, that Manitoba was asked to contribute to railway construction within its borders an undue and improper amount.

MR. CRERAR: To come back for a moment, Mr. McMaster, to the acreage that you say was earned in subsidies in Manitoba-- you gave it as ten millions and some hundred thousand odd acres.

MR. McMASTER: They took 3,533,833 acres-- almost exactly three and a half million acres.

MR. CRERAR: Roughly, one-third of it was taken from Manitoba lands?

MR. McMASTER: Exactly.

MR. CRERAR: How was that arrived at? For instance, the land grant of the C. P. R. was not a land grant by provinces; it was a land grant for the whole.

MR. McMASTER: They took the area of railroads within Manitoba, and they found out what subsidies were paid in lands in respect to this construction, within Manitoba. These are figures prepared by the Department of the Interior.

MR. HUDSON: One reason would be that there were not 9,000,000 acres of agricultural land left in Manitoba.

MR. McMASTER: Possibly. I do not know. It may have been that it was not available. It may have been that very fertile land was available elsewhere.

MR. HUDSON: I can give you a very excellent illustration in the eighty miles from Hudson Bay Junction to the Pas, which is mostly in Manitoba. The Canadian National runs into Saskatchewan and then angles off back into Manitoba. There are eighty miles of line there, and there was a land

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