

the Company alienated, no public domain will be left—that all the lands will be taken up for the purpose of the railway. Well, we have a report from one of the most reliable geologists who has examined that country, in the service of the Government, which shows that there are 250,000,000 acres of land in that country available for cultivation or as pasture land, lands that will yield substance to man. This contract is precisely similar to the proposal that was made in 1871, in the provision that the lands taken by the railway company, shall be lands of fair average quality for settlement, and hon. gentlemen who have been in that country know very well that there are large tracts of available land there that might not be considered of a fair average value for the settler who is entitled to the settlement of a quarter section of land. The settler, in such a case, has to make his living, he requires arable land, he requires land every acre, every foot of which he can cultivate. There are, on the other hand, sections of country interspersed with lakelets and belts of wood, and presenting among other things a very fine landscape, very desirable for the residences of men who are not bound so closely to the soil, and very well adapted for the purposes of grazing, and for a variety of purposes that cannot be reached by an ordinary settler who requires 160 acres of land from which to make his living. There is a difference between the provision in this contract, and that in the proposal of 1874, in respect to the selection, and the quantity of land offered, and its position in regard to the main or branch lines of railway. In the proposal of 1874, the offer was made broadcast that this quantity of land would be given to any extension or any branch that might be projected from the main line. There is no such provision in the contract before us to-day. The contractor may select, subject to approval of the Governor in Council, to the extent of 25,000,000 acres in all, but the grant of land is confined absolutely to the limit of 25,000,000 acres. I state this, particularly, because I have heard the question proposed, and I have seen it stated with such persistence by parties opposed to the undertaking, that I find it is desirable to explain so simple a matter as this. Disposing then of this land question, therefore, we find that the limit is 25,000,000 acres, which, upon any computation of the length and breadth of that country, is but a very small portion of the lands there, that are available for use in some form or other. Leaving for the present the question of lands, we come to the question of the money, that the road is to cost us. That, in its entirety, is the sum of \$53,000,000. This is really what we have to deal with, upon which we can put money value, because I maintain that whatever we may call the nominal value of the lands, they really do not enter into the question in computing the cost to us of this railway. I maintain that they are elements apart, connected with the settlement of the country, which we cannot reduce to figures in estimating the cost of the railway. The amount of money then in question is \$53,000,000. About \$18,000,000 of the grant has already been expended or provided, leaving the sum of \$35,000,000 to be provided, or a charge upon the country, at four per cent, of \$1,400,000 per year. Why, it is a sum that is no greater than one of those deficits of the previous Government, which we have paid so easily under the influence of our National Policy. If we get increased receipts from our present Tariff, I think we can see where this money is to come from, leaving us a surplus to be applied to other and more general uses. I think I can show, in a very few minutes, where we may expect to get this money without any reference to the present financial aspects of the country. I do not count on lands in this estimate, because, as I have said before, I do not take this into question; but, in 1879, the receipts from Customs, Excise and Stamps, amounted to \$18,476,000. Now, there is a little uncertainty as to when this railway may be completed, when we shall require these \$35,000,000.

Mr. McLENNAN.

It may be in five years or it may be in ten years, but I do not think it requires great stretch of imagination to suppose that in these five years, we shall have a million of additional people in this Dominion, through the settlement of the North-West; and if you add 25 per cent. to these collections you will find, not merely the \$1,400,000 that we require, but a sum of about \$4,600,000. I do not think that this subject requires to be dwelt upon. I think it is clear that it will satisfy every candid member of this House and every reasonable man in the country at large. Well, there are some other objections made to the contract, and I shall not detain the House long, but I shall refer to a few of them. One of these is, the freedom from duty of certain things that are to be brought in for the construction of this road, and I call attention to the fact, that that freedom is limited absolutely to the material required for the construction of the road. And that in this special exemption are not included steel rails, which are not manufactured in the country, but the smaller articles which are required, such as nuts, bolts and fish-plates, a good many of which, I believe, are manufactured in the country, and that the policy of the Government would require that imported goods of those descriptions should be subject to the duty imposed upon them in the Tariff. But hon. gentlemen should bear in mind that this is a contract between two parties, and that the contractors who are to build this road were not responsible for the National Policy. On the contrary, they may be Free Traders for all I know, and it is rather difficult for men coming from England, where the Free Trade system prevails, to appreciate the conditions that make the National Policy a good one for us. I can, therefore, very easily understand that these gentlemen should adhere tenaciously to their Free Trade policy, and I think it would have been a weakness in the Government to spoil the prospect of this contract upon so small a condition, and I believe the country will sustain them in this concession. Objection has been made to the standard adopted for this road, and we have heard a good deal about the dangers of locomotion on the Union Pacific Railway, when cars first began to run upon it. Well, it is well known that cars are used upon all roads during the process of construction, and before their completion. The course of the Union Pacific Railway was no different from this, and I believe there are gentlemen in this House, as well as my hon. friend the Minister of Railways, who are tolerably conversant with the history of the Union Pacific Railway, and who are well apprised of the fact that the Union Pacific Railway, when constructed, became a good, substantial road, as it is at this day. As to the objection to freedom from taxation of the roadbed and stations of the Company, it should be remembered that this road will be the great highway of this Dominion, and I would ask any gentlemen in this House what the result would be of an application to any or all of the municipalities into which that great extent of country will be divided for freedom from taxation of such a highway. Why, there can be but one answer. No municipality or community would tax a highway of inestimable benefit to themselves, and the very point in this matter, it seems to me, is that this question is disposed of once for all in the contract, instead of being relegated to the hands of the different municipalities with which the Company would have to deal, and involving great labor, expense, and delay, with no different result from what we have in the contract. Then we are told, and it has been repeated over and over again, that we shall have no control over this road to guard against exorbitant tolls and charges, and instances have been given to us of railway companies charging exorbitant rates. These instances are of railways in the United States, and we are told in the same breath that if we were only making connection with the railways in the United States, we should be able to guard against the monopolies. I think,