

district which I have the honor to represent with my hon. colleague, a large portion of the lands which were given to the Canadian Pacific Railway Company, as a bonus, were selected; and while we do not claim that we want any portion of the contract which that company violated, not even that which exempts their land from taxation for a number of years, yet there is a provision in the contract that when that land is sold it shall be subject to taxation. It is well known that certain companies have purchased certain portions of land from the Canadian Pacific Railway Company, and that they are seeking to have their lands still exempted from taxation, while they are selling them and otherwise receiving a benefit from them. This is a great detriment to the settlers. I think this House is quite conversant with the fact that it is very important in the interest of every community that all the lands should be open to taxation for the support of schools, roads and bridges, and other purposes for which lands should be taxed. We are all aware that the progress of that country must depend upon the contentment and satisfaction of the settlers. But, when you find that a large portion of the land has been sold to companies who have come in under an agreement with the Canadian Pacific Railway Company, a very great injustice and a very great wrong has been done to the settlers of that country. While we are not desirous in any way to alter the contract with the Canadian Pacific Railway Company, nevertheless we are of opinion that some pressure should be brought to bear on that company to give information to the settlers as to whom these lands have been sold to. In the North-West Territories we are very short of funds. We have not the advantages of Local Government so as to be able to impose taxation in the same way as other portions of Canada, so that our people are unable to secure schools to the extent they otherwise would, and they are unable to obtain a very large revenue for the support of roads and bridges, because we have not the money and have not the people from whom to get the money. It is very important for the well-being of that country, in regard to which every member is deeply interested, and which every member is looking to with hope and pride, as likely to become a prosperous land, that the contentment of the people should be secured, and that can only be done by their having facilities for local self-government and enjoying those privileges which they are entitled to. In conversation the other night with a gentleman who represents one of the great corporations in that country, I was informed that they own \$1,500,000 worth of land in the North-West, and, when I expressed surprise at this, he told me that the bargain was so ingeniously made that his company was exempt from taxation. If there is any question which affects the people there it is this. The land is set off on the chequer-board system. The people are a mile apart at best, and, when the odd sections are sold to these companies and to different individuals in such a way that they cannot be taxed, because the people cannot find out to whom the land has been sold, a great injustice is done. That is one of the reasons why I ask that this information should be brought down and should be brought down fully, so that our municipalities may be enabled to find out to whom the land belongs without going to law and having to pay costs, because the land may have been sold to some one other than those from whom they seek to recover the taxes. I believe the House will agree that, in justice to these settlers, they are entitled to this; and I may inform this House that nothing upon which it will legislate this Session will be more to the advantage of that country than to make those lands, when once they are sold, subject to taxation, and to compel the Canadian Pacific Railway Company to state to whom the land is sold. I want you to understand that we do not desire that one iota of the contract shall be violated in any respect, but after the land has been sold, we claim that this large corporation shall be

Mr. PERLEY (Assiniboia).

compelled to tell who owns the land, in order that the person may be able to have a fair share of the benefits that will accrue to the land and to the country in the way of improving it, as the settler is now doing. Mr. Speaker, I thank you and the House for your kind attention to this, my first speech, and I am glad that I have not been called to order.

Motion agreed to.

RETURNS ORDERED.

Copies of the accounts of the revising officer for the electoral district of Kamouraska, including the cost of printing the electoral lists, the account of the revising officer's clerk and that of his bailiff, with a statement of the amount paid by the Government to each of the said officers.—(Mr. Dessaint.)

A copy of the Chief Engineer's report on the construction of a harbor of refuge at or near Port Rowan, Ontario; also a copy of a memorial signed by George Stewart, M. D., and others upon the subject, and also copies of such correspondence between other parties at Port Rowan and the Government on the same subject as has not already been brought down.—(Mr. Charlton.)

Sir JOHN A. MACDONALD moved the adjournment of the House.

Motion agreed to, and House adjourned at 9:30 p.m.

HOUSE OF COMMONS.

MONDAY, 9th May, 1887.

The SPEAKER took the Chair at Three o'clock.

PRAYERS.

MESSAGE FROM HIS EXCELLENCY THE GOVERNOR GENERAL.

Sir CHARLES TUPPER presented a Message from His Excellency the Governor General.

Mr. SPEAKER read the Message, as follows:—

LANSDOWNE.

The Governor General transmits to the House of Commons, Estimates of sums required for the service of the Dominion for the year ending 30th June, 1888, and in accordance with the provisions of "The British North America Act, 1867" the Governor General recommends these Estimates to the House of Commons.

GOVERNMENT HOUSE,

OTTAWA, 9th May, 1887.

INCORPORATION OF RAILWAY COMPANIES.

Mr. TISDALE moved for leave to introduce Bill (No. 66) to incorporate the South Norfolk Railway Company.

Mr. MILLS. What is the object of the Bill?

Mr. TISDALE. It is an ordinary Bill to incorporate a railway company.

Mr. BLAKE. Perhaps the hon. gentleman will state between what points the railway will run.

Mr. TISDALE. From Port Robinson, in South Norfolk, on the shore of Lake Erie, to some point on the Canada Southern Railway, probably Waterford.

Motion agreed to, and Bill read the first time.

MASSAWIPPI JUNCTION RAILWAY COMPANY.

Mr. SMALL moved for leave to introduce Bill (No. 67) to incorporate the Massawippi Junction Railway Company. He said: This Bill is to incorporate a company to build a railway from a point in the township of Magog, or township of Oxford, on the Short Line Railway from Montreal,