

May 31, 1872

The motion was then carried, and the House again went into committee on the bill, **Mr. CARTWRIGHT** in the chair.

Mr. MILLS objected that if the townships were made only six miles square, it would prevent the introduction of the Canadian municipal system and compel a resort to the American agency system which he considered much inferior to the representative system of this country.

Hon. Sir GEORGE-É. CARTIER said the Government had adopted the plan of six-mile townships advisedly. Emigrants coming from Europe were acquainted even before they arrived with the American system and understood that they could procure quarter sections of 160 acres each. It would be an advantage, therefore, if the Canadian agents could tell them that while the soil was as good which could be offered to them in the Northwest the size of the lots they would receive would be the same as in the United States. The plan was the same as had been adopted in Manitoba and he did not think it would be well for the House to alter it.

Mr. WRIGHT (York West) thought the principle of laying out alternate townships along the line of the railway was wrong. The American plan was to take alternate sections of 160 acres and that, he thought, was calculated better to encourage settlement and promote the occupation of the country. He was sorry that the government had departed from that rule.

Hon. Sir GEORGE-É. CARTIER said the Government had considered that point and felt that it was not desirable to adopt the plan of laying out the land in alternate blocks of one hundred and sixty acres for in that case the Government would have had to assume all the expense and trouble of making the survey in detail upon all the lands instead of the Company.

Mr. MILLS insisted that townships thirty-six miles square would be so small that it would be too costly to introduce representative municipal institutions and the people would thus be forced to adopt the American plan of agencies which he considered very objectionable. He did not see why townships of sixty-four square miles instead of thirty-six should not be adopted, nor did he see that a large township would have any effect in decreasing emigration.

The first and second amendments were then agreed to.

Upon the question being put on the amendment to the 15th clause,

Mr. GIBBS asked whether the Government would not accept the suggestion of the hon. member for Vancouver Island (**Mr. Wallace**) and receive the deposit in Government securities instead of money if the company wished to make it in that form. It might be that the company would sell the securities to raise money, and then if an agreement was not made with the Government, it would have to

repurchase the securities and perhaps suffer serious loss in the transaction.

Hon. Sir GEORGE-É. CARTIER agreed to the proposal and the words "or Government securities," were added.

The Committee then rose and reported the amendments.

Hon. Mr. MACKENZIE said he had several amendments to move, but he did not wish to proceed in such a thin House. He thought the subject should be allowed to stand over till after the recess for dinner.

Hon. Sir GEORGE-É. CARTIER said he had no objections and would defer moving concurrence in the report till after half past seven.

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SAVINGS BANKS

Hon. Sir FRANCIS HINCKS moved concurrence in the amendments made by the Senate in the bill to amend the Savings Bank Act.—Carried.

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SUPPLY

Hon. Sir FRANCIS HINCKS moved concurrence in the items of the estimates previously adopted in Committee of Supply.—Carried.

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SHIPPING OFFICE

Hon. Mr. TUPPER moved the House into Committee to consider the resolution declaring it expedient to provide for the appointment of a shipping office for seamen at Leitches Point in Nova Scotia, at which there is a custom house—**Mr. MILLS** in the Chair.

The resolution was adopted, and read a first and second time; and a bill was introduced founded thereon, and read a first time.

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HALIFAX HARBOUR

Hon. Mr. TUPPER moved the House into Committee to consider the resolution declaring it expedient to provide for the appointment of a Harbour Master for the port of Halifax—**Mr. MILLS** in the Chair.