

subject and the Bill of last year. The Bill last year contemplated giving the homesteader a right to homestead a second homestead anywhere. This limits him to the area defined.

Hon. Mr. LOUGHEED—How many million acres are available for pre-emption in that area?

Hon. Mr. SCOTT—I am advised 28,000,000 acres, and the homesteader can settle on either the odd or even numbers. Now that the railways have been satisfied, and there are no more grants to railways, persons desiring to homestead in any part of the country can go on the even or odd numbered sections, so that the distinction between the two has been now removed, and it is intended that the person homesteading in the area that I have described, and taking up a quarter section shall pay for it at the rate of \$3 an acre part down and a part in one and two years. Out of the fund arising from those sales, it is proposed to set apart such portion as may be necessary on the basis of the calculation already made, to build the railway to the Hudson Bay which the provinces for so many years have desired to see constructed.

Hon. Sir MACKENZIE BOWELL—Is that provided for in the Bill?

Hon. Mr. SCOTT—I think so. I am safe in saying that is the object of the Bill.

Hon. Sir MACKENZIE BOWELL—I do not think it is provided for in the Bill. It has been mentioned or intimated by the Minister of the Interior, I think, that that might be done. It is not provided for here.

Hon. Mr. SCOTT—The optional part of it would be whether the government would build the railway, or whether it would be built by a company. At all events, that is the policy in reference to the sale of those lands. The cost of the railway, from a very rough calculation, was put down at \$15,000,000, and it would require 5,000,000 acres at \$3 an acre to make up the amount. Hon. gentlemen are aware that about 26 years ago a clause was inserted in the Lands Act authorizing the

Hon. Mr. SCOTT.

Governor in Council to allot to a railway to Hudson bay, a land grant of 6,400 acres per mile for that portion of it that passed through the province of Manitoba and for the portion outside of Manitoba to Hudson bay 12,000 acres per mile. So that that liberal land grant has been on the statute-book for nearly a quarter of a century. No offer, I believe, had ever been made to build the line. An attempt was made many years ago, and I think the rails were laid for 30 or 40 miles running north from Edmonton; but it never extended any further.

Hon. Mr. LOUGHEED—If there is not a provision in the Bill for that, I suppose my hon. friend will support an amendment I may move that these funds shall be carried to the credit of a railway fund.

Hon. Mr. SCOTT—I am advised that that was the recommendation of the minister.

Hon. Mr. LOUGHEED—There is nothing in the Bill about it.

Hon. Mr. SCOTT—There are a great many things in the Bill I do not know anything about. All I can say to the House is that I am advised of the features of the Bill that differ from the law as it now exists.

Hon. Mr. LANDRY—I suppose amendments will be hardly acceptable to the government?

Hon. Sir RICHARD CARTWRIGHT—They would be considered.

Hon. Mr. LANDRY—And accepted if they are good.

Hon. Sir RICHARD CARTWRIGHT—That depends. Coming from the hon. gentlemen, I think I am safe to say that if they are found good they will be accepted.

Hon. Mr. LANDRY—Is the government determined not to find them good?

Hon. Sir RICHARD CARTWRIGHT—If they are are not good they will be rejected.

Hon. Mr. SCOTT—It may help the elucidation of the Bill if I read from a memo