## of Revenue to Recoup Treasury

Ottawa, June 24.-The following per agraphs are from the Hansard repor of the speech of Hon. F. Oliver yes-terday in moving the second reading

f the new land bill:—
Mr. Oliver—The bill presented the House is practically the same the Bill presented last year, except one" particular. We have, however taken advantage of the suggestion that were made in the House durin experience that we have gathered dur ing the time intervening, and have earefully revised the details of the bill but the principles of the bill, and to a great extent the wording, remain exactly the same as last year, with the exceptions to which I will allude Revision of Existing Legislation.

When the responsibility of administering the prairie lands of the wes was first undertaken by the Domin overnment, the matter was dealt with by order in council. This was sucby order in council. ded by legislation, which was am ended from time to time. The House derstand that an act regulating the administration of such an exten jected to amendments for some twenty years was in a condition, to say th east, confusing. True, there was a revision when we had the general re vision of the statutes, and this re-vision brought together all the different amendments and put them in a convenient shape. But this revision a number of provision which, in the light of experience, we vantage to the settlement of the coun-These provisions are, however able that we should retain in our act into effect. Therefore, we think it very desirable that we should amend the act, so as to bring all its provision up to date, leaving out matter which be left out and improving what remains

To Open Odd Sections.

The question of opening to settlement the odd numbered sections impressed itself forcibly on the attention of the government last year; and it was thought that when provision was to be made for a change in the method of dealing with one half of the total area of the country was the proper

time in which to make general amend ments to the lands act. Therefore, the was introduced last session. The Railway Reserve.

tions, some time in the early eighties when the policy of railway construction in the west was entered upon land grants, it was deemed ed sections, or one half of the total

It has not been however, and is no the policy of this government; and since we have come into office no grant of government land has been made in aid of railways. As a conse made either earned their grants or for nited them As the grants were earned, they were allotted to each com pany, and as the grants were forieited. grants was practically a closed one. And Iam glad to be able to say that all the companies entitled to grants have now selected their lands. or two instances, but, generally speak ing, all the lands which have been earned have been allotted and selected and we know exactly where we stand

on the question of railway land grants Mr. Foster-Are the patents issued? Oliver-They are either granted or nearly all, and they are being issued as quickly as the resources

Mr. W. F. Maclean-Roughly speak ing, how many acres have been given

Gave Railways as Much as Settlers Mr.Oliver—The total amount of land granted and earned by the railways about the same amount as, up to the present, have been, taken as home west we have succeeded in giving

all fixed charges upon our lands.

a distance of 500 miles. For some ed that by that provision we would reason, I am not prepared to say what the reason was, it was thought well to meet the responsibility to be underand so far as I know patented, but for The Second Homestead. e provision of a railway north of he river no action has been taken.

The Northern Section . .

vinces, Alberta and Saskatchewan; in right to pre-emption would apply, be- well. having a railway to the Bay is about 1,000 miles rail or lake and rail haul owence, in the process of time, the railways to which the grants had been as compared with Montreal. This is a fact which, of course, no government could ignore, nor could it ignore that n years of plenty, with the increase production that has been going on they were cancelled, so that by last year the question of railway land grants was practically a closed one. The crop was short and lam grants was practically a closed one. he crop was short, and even last fall, apply in what we might call the raila certain extent, there has been a way belt, because the railway comland lands. lands blockade in grain. Therefore, it is a plain proposition. There is, as it were, in one a mortagage standing against the lands choice lands, in their estimation, is there anything binding?

steads. Since the government has be taken if the railway to Hudson's Mr. Oliver—Yes. If he could not our been administering the lands of the 12,800 for say 500 miles from the Pas railway companies had selected the Objections Considered.

same amount as our predecessors gave to the railways and which the rail.

Where the railways and which the rail to the Pas in operation?

Mr. W. F. Maclean—18 to the Pas in operation?

Mr. Oliver—I understand so, yes. Mr. W. F. Maclean-Is the railway

that would be adequate to meet the their land, if a man was to get a half values, and, therefore, financial secur- into the loosened uplands which the are in the hands of the government to-

12,800 acres per mile for the portion son Bay, we proposed, when we were provision of the bill of last year was The question of a railway to Hudson's Bay and of aid to such a railway is settled so far as a line to the
Saskatchewan river is concerned, but from the Saskatchewan river to the an acre, subject to the completion of a matter of 6,500,000 acres of North-shores of Hudson's Bay there remains certain settlement duties. We believe the lands for the building of the

divide the proposition of a railway taken because of the railway to Hudson's Bay into two parts, one to the south of the Saskatchewan river and the other to the north. As I the standpoint of the settlement of the country. I believe that the proposal I placed before the House while it was adequate and possibly more than adequate and possibly more than adequate for the purpose, would meet the responsibility to be undertaken because of the railway to Hudson's Bay into two parts, one so Bay. We believed that it would before the House while it was adequate and possibly more than adequate for the purpose, would meet the responsibility to be undertaken because of the railway to Hudson's Bay into two parts, one so Bay. We believed that it would be fore the House while it was adequate and possibly more than adequate and possibl have said, the part south of the river the country. I believe, general has been built and the lands earned, speaking, that view was accepted.

The Northern Saction .

Provision still remains in the Land act that there will be a land grant of the pair of the pair of the railway from Saskatchewan river the Hudson's Bay. I have already said that it is not a part of the policy of this government to give land grants to railways. I need not enter into a grants to railways, the purpose of the merits of that policy. There was a policy of this government to give land grants to railways, but that has not been the policy of this government. The was a policy of this government to find the purpose of the whole country which use the world be after the world be after the purpose of the purpos alongside of this provision, in regard throughout the Northwest was there tively limited.

this great reserve. The Canadian Pacific railway, the Calcary and Edmonston, the Regina Ou Appelle and Long Lake, the Hudson Bay railway, the theorem of others, all received a certain portion of the land included in these old numbered of a failway to the settlement policy of aiding railway companies by land grants was the policy of aiding railway companies by land grants was the policy of aiding railway companies by land grants was the policy of aiding railway companies by land grants was the policy of aiding railway companies by land grants was the policy of aiding railway can be an eventual possibly, these men get a gary on the main line of the Canadian Pacific Railway, and from the distance as of Cally and to gar the calcary and the provisions were the provisions and policy of aiding railway companies by land grants was the policy of aiding railway companies by land grants was the policy of aiding railway companies by land grants was the policy of the previsions of the central sort the provisions of the canadian Pacific Railway. The main line of the Canadian Pacific Railway, the three are daily and from the provisions were the provision of the conditional boundary to township with the conditional policy to the provisions were the provision wer ever before by reason of the settlement of the two western provinces, because the further west settlement proceeds. The further west settlement proceeds, the greater the advantage of an outlet to the Bay will be. The average advantage to the western prairie provinces, Alberta and Saskatchewan; in the interest of settlement and would be sound public policy in the interest of settlement and that area the vinces, Alberta and Saskatchewan; in the development of our country, where vantage to the western prairie pro- on the north. Within that area the icy in the interest of settlement as cause, within that area, the railway Mr. Bristol-Is there any railway ompanies had not seen fit to select to-day in existence that has the right the odd-numbered sections as their

to that 12,000 acres of land for the land grants. It would also apply to construction of a railway to Hudson the country north of that area where the railway companies had seen fit to Mr. Oliver-No.

the right to it until the railway was applying the pre-emption provision of built under the terms of the statute. This bill to that area, we will create a tion, purchasing the adjoining quar-Mr. Bristol-Has the statute been new source of revenue which will proter section of railway land. It is be-

Mr. Oliver-I do not consider there

oba was the only part that contained ettlement to any great degree, and was, therefore, the only part that was immediately interest in a railway to Hudson Bay. Since the railway to Hudson Bay bay aleas sweeping provision, then a less sweeping provision, and I do not ask the House to take legislation which years on discretions. These objections were taken to the provision Bay bas increased, a direct in draw the same actual settler or we were the same than the same actual settler or we were the same than the same actual settler or we were the same than the same actual settler or we were the same than the same actual settler or we were the same than the same actual settler or we were the same that the part of the railway from a beginning the part of the railway from a same than the same actual settler or we were the same than the same actual settler or we were the same than the same actual settler or we were the same than the same actual settler or we were the same than the same actual settler or we were the same than the same actual settler or we were the same than the same actual settler or we were the same than the same actual settler or we were the same than the same actual settler or we were the same than the same actual settler or we were the same than the same actual settler or we were the same than the same actual settler or we were the same than the same actual settler or we were the same than the sam oba was the only part that contained settlers.

Mr. Oliver—Objections were taken Bay by a less sweeping provision, then could not get any harvest in a driver was therefore the only part that was meant, if a man comes in and restricted in the provisions of that bill; and it is I am perfectly satisfied with a less year. opening the odd-numbered sections to settlement, to say that any man who the question of a railway to Hudward have the privilege of taking and securing the building of the Hudson Bay Railway. It was the country to build the railroad to Hudson Bay, we have amended our provisions regarding pre-emption

its present form. Now, the main difference tween the provisions of the bill of last year and the provisions of the bill of this year are: That the west lands for the building of the bill of last year provided for dealing case in a way that would be acceptable to the people of the west and to the people of the east; that it would

building of the Hudson Bay Railway. By restricting the application not think anybody will suggest there Will Encourage Settlement. is any danger of any serious disturb- Now, the need of a farm of 320 acres Mr. Bristol-It is free to deal with? ance of either thesettlement or finan- in our prairie west has been met, so Mr. Oliver-No railway would have cial condition in any respect, and by far, by the possibility of the settler vide sufficient money to ensure the

way carned. Of course, one half the chole are are acreaved by them for the purpose of the purpos

chill fixed charges upon our lands.
Lând Promised for H. B. Railway.

Now, in regard to the Hudson Bay railway: When grants were being make to the railway, a provision was inserted in the Lands act providing for a grant of land to a railway to the spermile for the part of the line within the province of Manitoba, and 19,800 acres per mile for the part from the poundary of Manitoba, and 19,800 acres per mile for the part from 19,800 acres per

of than a farm of 160 acres in the more minister to say that the entire land

Mr. SamHughes-Is it not a fairly cientific line too, taking the altitude into consideration?

Mr. Oliver-I think there is fair ground for the line being drawn where Unless some provision of this kind i which there may be very easily differwhich there may be very easily differ-ences of opinion. I do not think attractive to the better class of the in one way or in another way with that where we propose to draw it is condition which differs from the nather than the land of the whole prairie west, the better division. As we go west tural conditions prevailing in other in one way or in another way with ing drawn, but if it has to be, I think south of the line. It is a natural while this bill provides only for dealing with the land of the prairie dealing with the land of the prairie west as confined by certain limits laid fore the seasons differ and there is difference in legislation. down in the bill and which practically include only the great central area in one whose summer fallowing, bound to say this to the House: that include only the great central area in one whose summer fallowing. which the railway companies have one where summer fallowing is not Railway or a prospect of a Hudson However, there was a further provision contained in that Bill, running alongside of this provision, in regard throughout the Northwest was a further provision.

Which the railway companies have not in any way interfere with or him not seen fit to take any land grants and in which the homestead settle-still greater, instead of summer fallowing and in which the homestead settle-still greater, instead of summer fallowing and growing and throughout the Northwest was there.

western part of the country where the rain fall is uncertain, in order to of the pre-emption provision and the make a farm successful two acres are sibly at all, if we did not offer them purchase and homestead provision to the area I have mentioned, I do rainfall is certain.

who has homesteaded a quarter sec-

construction of a railway to Hudson this that we have been able to attract from the United States such In the day are being issued as quickly as the resources the department will permit:

In the adjoining United of a railway to Hudson's Bay, it would have fair ground to claim the gissued as quickly as the resources the department will permit:

In the adjoining United of a railway to Hudson's Bay, it would have fair ground to claim the fair groun could not get it at all and he could not get it at all and he could not get it in a township where the repeal that grant?

Objections Considered.

Mr. Bristol—This Land Act would repeal that grant?

Objections Considered.

Mr. Oliver—This Land Act proposes to repeal it. We believed our proposition was sound public policy in the matter of the settlement of the country and would be acceptable to the could take it?

Mr. Bristol—This Land Act would repeal that grant?

Objections Considered.

Mr. Oliver—This Land Act proposes shows that to be the proper size.

But natural conditions change somewhat as you go further west. In lowa and Minnesota a 160 acre farm the wooded country to the north, and the homesteader has done the same.

same 28,000,000 acres, and I should glad to know that we can dispose 28,000,000 acres in six months when has taken twenty-five years to dis se of 32,000,006. Mr. Herron-He has to remain

hree years before lie can get his natent? Mr. Oliver-No, the new settler who

an find two quarter sections adjoining to suit him under this bill, at the same time that he enters for a free nomestead on one emption on the other. not get the patent on the pre-emption until he has resided there six years Mr. Ames-Did I understand the in the dry belt within the line he has rawn is estimated at 28,000,000 acres Mr. Oliver-The land that has not within that area.

Need of Some Inducement. Mr. Ames-Both odd-numbered and

ven-numbered sections? Mr Oliver-Yes We believe that giving this pre-emption privilege the new settler, we shall thereby do a great deal to attract settlers to that particular part of the country which, up to the present time, has propose. But that is a matter upon made, that part of the country for the

to that part of the country or

offering under the provisions of this Summer Fallow System Successful. Mr. W. F. Maclean-Is there sufficient evidence to show that the sum mer fallow method of farming will

make that dry area attractive? Mr. Oliver-So far as the expericause of the possibility of his doing fallow system of farming and fall wheat growing has been very success of the Northwest in respect to aid to a railway to Hudson's Bay. The necessity of such an outlet is greater than ever before and is more impressed on the minds of the people than sever before. Therefore in which were found to lie between the sanything binding in it at all; it is morely a matter of policy. But if a merely a matter of policy. But if a wooded country of the north. So that, the system of surveys of the wooded country of the north. So that, the system of surveys of the wooded country of the north. So that, the system of surveys of the wooded country of the north. So that, the system of surveys of the wooded country of the north. So that, the system of surveys of the wooded country of the north. So that, the system of surveys of the wooded country of the north. So that, the system of surveys of the wooded country of the north. So that, the system of surveys of the wooded country of the north. So that, the system of surveys of the wooded country of the north. So that, the system of surveys of the wooded country of the north. So that, the system of surveys of the wooded country of the north. So that, the system of surveys of the wooded country of the north. So that, the system of surveys of the wooded country of the north. So that, the system of surveys of the wooded country of the north. So that, the system of surveys of the wooded country of the north. So that, the system of surveys of the wooded country of the system of surveys of the wooded country of the system of surveys of the wooded country of the south and the surveys of the wooded country of the north. So that, the surveys of the wooded country of the south and the wooded country of the south and the wooded country of the surveys of the wooded country of the surveys of the wooded country of the surveys of t ever before. Therefore in wiping out the mortgage upon the lands on belief a railway to Hudson's Bay, if we undertake to do as we propose in the mortgage to the mortgage upon the lands on belief to a railway to Hudson's Bay, if we undertake to do as we propose in the land. At present of course there is no land. At present of course there is no land, and that provision were in the statute then I think that railway company them or fall wheat ground to claim the land. At present of course there is no land, and that provision were in the statute ward the west and north, of any settlement was far in advance, to may far in advance, to form what might be called a great then I think that railway company them in the adjoining United States. In the United States. In the United States the land. At present of course there is no land that provision were in the statute ward the west and north, of any settlement was far in advance, to may far in advance, to may far in advance, to may form what might be called a great then I think that railway company them in the adjoining United States. In the United States. In the United States in the land, at present of course there is no land that provision were in the statute ward the west and north, of any set-left them I think that railway company them is a syning, the fit of it will ever them the adjoining United States. In the United States in the land or ward the west and north, of any set-left them I think that railway company them is a syning. The fit of it will ever them the dever them I think that railway company them is a syning. The fit of it will ever them I then the dever them I then I think that railway company them I then I then I think that railway company them I then I think that railway company them I the not prepared to say to this House that there is any part of it in which turn out that the climate is suitable Mr. Sam Hughes-Did not the min-

ster receive an order from a Western American company in return for a arge grant of land in order to estabstrate that the land could be success fully worked in the manner indicated as well as by heavy rolling in the fall? Mr. Oliver-Yes, I have had such a proposition. I do not consider it is possible to draw a line such as the hon, member for North Toronto spoke of anywhere. We cannot say that, so far as the climate is concerned, there

THROWING THE ODD SEC DPEN FOR HOMEST

(Continued from Page

Mr. Ames-As I understag even numbered sections i 000,000 can be entered. ed to make it possible steader to take an odd bered section, but the 000 acres will be open although not to pre-emption man settle an odd-numb and pre-empt an even-nu

Mr. Oliver-Certainly. Mr. Ames-There is then distinction whatever? Mr. Oliver-None whateve Mr. Ames-If a settler h he pays nothing to the go If he buys on pre-emption an acre. Consequently half of that 28,000,000 wor at \$3 an acre. Is that to be ner in which the fund will

Mr. Oliver-No. Mr. Ames-What proportion 28,000,000 acres does be call sold at \$3 an acre to p the Hudson Bay Railway fur As to Second Homesteads. Mr. Oliver-I will come !

have dealt with the side posal giving the new settler to take a pre-emption adjoin homestead. My hon, friend gested to the House that the possibility that the man wh may not be in circumstance a pre-emption. He may be sons of his own, satisfied to a homestead, and, of course, not get anything for our fur the pre-emptions that these not see fit to take. I want this on the House, because up to the second proposition ed in the bill; and gives the for it. There may frequen cases where the new settler, free choice, takes his homes pre-emption. Another come along and take anoth stead, but not a pre-emptiter-section surrounded by o which the surrounding settl ing exhausted their pre rights, cannot take, and whi fesirable we should be ab pose of in order to get our the Hudson Bay Ratiway. pose that any settler in the has already acquired a pater quarter section, who lives side or outside the limits of covered by the bill, who acquire another quarter-sec in the area on the terms laid the bill, shall have the pr doing so. That is to say, inside that part and taking section, not a half section. already has a quarter section pick out a quarter section. siding on it, cultivating it ing \$3 an ache, he can get t fr. Schaffner-He may d to take the hedged-in quarter

Mr. Oliver-He does not We are proposing to offer tunity to the old settler in in order that we will have able chance to dispose of that in quarter section in any cas will be fairly sure to sell hat 28,000,000 acres to give

to build the Hudson Bay Ra Mr. W. F. Maclean-Could settler from Manitoba go in Mr. Oliver-Precisely: the

No Discrimination. Mr. Sam Mughes-Why sl a settler from Ontario or th States who goes in there money, as well as a homeste Manitoba, or any other pa Northwest, be allowed, if he \$3 an acre and complies with tlement duties to get his fa Mr. Oliver-So he can; on dition to that, under the prov the bill, he can get 160 acres stères for nothing he does no take them.

Mr. Sam Hughes-Would th ter allow him to buy 320 ac Mr. Oliver-No. We stand on our policy of the land for tler and the settler only. Mr. Sam Hughes-He is a

Mr. Oliver-Very well, if settler he can not only get acres but he can just as well wants them.
Mr. Sam Hughes-Not same terms.
Mr. Oliver—The difference

he will have to stay six order to get 320 acres, who will only have to stay three get 160. What we want is lement, and we think we a much entitled to require stay six years to get 320 a years to get 160 a relieve that by holding ou ducement and by the impo he condition, that the se reside there for six years, greater permanence of settler better class of settlement th gave a patent on three yes Would Make Settlers Rich.

Mr. W. F. Macrean Rough many patentees of land in would have the right to take u ditional land? Mr. Oliver-I could not form but I would say between oneone-half of the settlers of the Mr. W. F. Maclean-They wake up in the morning and t selves quite a little richer. Mr. Oliver-No that is a will stand argument. That is a ant point of difference. It was ture of the old Bill that was objected to the point of ol ing that it would have a te rich. I wa here and now that in so far a of mine can make every settle Northwest rich that act would have nothing to take back point, but it did not seem to he principle of all our friend House last year and I suppose

Mr. Sam Hughes-You want give something for something Settler Deserves Benefit. Mr. Oliver-Precisely, I de sider that we are doing anything when we want to built the Hud