

twenty thousand acres for each mile of the section or sub-section contracted for, shall be appropriated in alternate sections of twenty square miles each, along the line of the said railway, or at a convenient distance therefrom, each section having a frontage of not less than three miles, nor more than six miles on the line of the said Railway, and that two-thirds of the quantity of land so appropriated shall be sold by the Government at such prices as may be from time to time agreed upon between the Governor-in-Council, and the contractors, and the proceeds thereof accounted for and paid half yearly to the contractors, free from any charge of administration or management; the remaining third to be conveyed to the contractors. The said lands to be of fair average quality, and not to include any land already granted or occupied under any patent, license of occupation or preemption right; and when a sufficient quantity cannot be found in the immediate vicinity of the railway, then the same quantity, or as much as may be required to complete such quantity, shall be appropriated at such other places as may be determined by the Governor-in-Council."

Now, I call the attention of the hon. member for North Norfolk to this act, to which, I think, he was kind enough to give his hearty support when it was submitted to Parliament. I call his attention to this as indicating that the hon. gentleman, at that time, had not the same abhorrence of a large section of land along the line of the Pacific Railway being in the hands of contractors. The late Government went further than the previous Government had gone, because while we proposed to give 50,000,000 acres of land and \$30,000,000, we never proposed to assume the cost and responsibility of administering and selling two-thirds of the land, and relieving the contractors from that charge. So here is Parliament authorising hon. gentlemen to give 50,000,000 acres and \$30,000,000 in money, and providing for the expenditure necessary to administer and sell two-thirds of the land owned, that was the property of the contractors. Then there was the question of the surveys, while, under our contract, the company with whom we made the contract for the work, were obliged to cover all cost incurred in connection with work up to that time. It is provided:

"7. That the cost of surveys, and of locating the line of the several sections and sub-sections of the said Railway, shall be part of the subsidy or consideration allowed to the contractors, or not, as may be determined by the Governor-in-Council, and agreed upon in

the contract entered into with the contractors."

So the Government not only proposed to give all the land we proposed to give, but to bear the expense of the administration of two-thirds of the land, and to relieve the contractors of the cost of any surveys or location of any portion of this road. The hon. gentleman did not stop here. Having changed the position of Parliament altogether, in relation to the great obligation of constructing the Canadian Pacific Railway, by providing that the Government themselves should either have the power to give the contract to the company who would construct the road on the conditions contained in the measure, or take up that work, as a Government work, and carry it to completion, the hon. gentleman did not stop there. Great as had been the fears he had exhibited with reference to the enormous burden we were placing on the shoulders of the people, he sought to make the Government directly responsible for the expenditure of all this money in the construction of the line from Lake Nipissing to the shores of the Pacific. But the hon. gentleman, over and above the expenditure we proposed, committed the country to a vast extension of the liability of the previous Government. The previous Government assumed that, if they brought the Pacific Railway to Nipissing, it would be a sufficient inducement for the lines in Ontario and Quebec, running easterly to Quebec and southerly to Toronto, to make a connection at that point. At the same time, my hon. predecessor submitted to Parliament a measure providing for the construction of the Georgian Bay Branch, and to give a subsidy to the Canada Central Railway of \$1,440,000. Although the Georgian Bay Branch was through a *terra incognita*, the line unsurveyed, and eminent engineers maintained it to be impracticable, without any survey or any location the hon. gentleman pledged himself, as the leader of the Government, and he committed the Government and the country to the construction of the line from the terminus of the Canada Central east of Lake Nipissing to the mouth of French River, at an expense moderately put at \$2,560,000. That makes \$4,000,000 of money, which he proposed to expend outside of, and over and above, the libil-