

Now, I had thought when I concluded the other day that I had finished with railway grants, but some most interesting figures have come to my notice concerning railway grants. You will remember that one gathered from the protests of counsel for Manitoba that they felt that a certain degree of unfairness had been exercised towards Manitoba in connection with railway construction; and that out of that province there had been taken, in order to bonus, to subsidize, to reward, railway extension, more land than was their fair proportion. Mr. Chairman/ and gentlemen, the absolute reverse is the truth. The railways built in Manitoba earned in subsidies 10,789,682 acres. That was the amount of subsidies earned in respect to railway construction effect^{-ed} in Manitoba. From within the boundaries of Manitoba there were taken for railways' subsidies only 3,533,833 acres; the other 7,235,849 acres granted to railways built in Manitoba were furnished from other parts of the Dominion.

MR. HUDSON: When you say "other parts of the Dominion" you mean Saskatchewan and Alberta?

MR. McMASTER: I presume some of them were taken from those provinces. I am not prepared to say whether all of them were taken from those provinces. Some of them may have been taken from British Columbia.

MR. HUDSON: The statement does not count for very much if it is not applicable to Saskatchewan and Alberta, because there were other conditions. British Columbia, for instance, got \$100,000 a year.

MR. McMASTER: I cannot tell you where they were taken. I presume a great deal of the land was taken out of Saskatchewan and Alberta, but I am not prepared to say. The point I want to make is that this fact seems to me to refute entirely the argument that Manitoba was treated in any degree

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