

government she was not allowed an adequate amount for the carrying on of the same. She has been and still is treated as an infant (half cared for and neglected at that). Would it then surprise old mother Dominion if this starved child should some day walk from under her maternal care and like many another case work out its own destiny. This language may be deemed too strong but let the present state of affairs continue a year or two longer, let the shoe pinch a little harder and the people who are now just beginning to feel the pressure of poverty and the want of many institutions enjoyed by their more fortunate brethren in the older provinces, will not only make their voices heard, but will back their demands by such unmistakable proofs of their determination to obtain their just rights that the Dominion will be forced to give them what they ask when perhaps it will not be so easy a matter as it is to-day to effect a satisfactory settlement of the question.

To-day every question of importance relating to the lands of the North-West is settled. The railway grants are defined, the half-breed lands have been allotted, the bounty warrants settled and Indian reserves located and still there is a large balance of the finest land in the world that could be handed over to the Provincial authorities for purposes of local revenue. It is hard to see why the Dominion should retain these lands or why they should be administered for the general welfare. It will be shown later on that the Dominion has been more than recouped already for any expenditure for the acquiring and surveying of them, and that in the future the North-West will be required to pay a very large proportion of the debt of Canada for public works already completed in the older provinces. It will at the same time be shown that Canada can advance no reason for the retention of the North-West lands on the plea that they ought to be held for purposes of Federal revenue.

Without desiring to cast any undue

reflection on the administration of lands by Dominion authorities, still it must be admitted from past experience that they are not the best land agents in the world. It is more than probable that they undervalue the importance of these lands not being dependent on them for the support of their government. They may regard the supply so great that a tendency to waste may creep into their management in spite of themselves. They may have so many political friends desirous of acquiring large landed estates in the North-West that it may be a troublesome matter to administer the lands altogether in the interests of the country. Already the Dominion Government have admitted that it was impossible for them, owing to political intrigue to manage the building of the Canadian Pacific Railway to the best advantage. May not the same rule apply in their case to the administration of the lands of the North-West?

The people of Manitoba do not grudge the lands granted to the C. P. R.; on the contrary the wise policy adopted by the Company in their desire to promote settlement and development has made them very popular with the people. Besides we do not dispute the great value the railway will be to the country, but at the same time it will be shown that Manitoba while liable for her share of the public works in the older provinces is in reality paying more than her proportion in land and money towards the construction of the Canadian Pacific Railway, which is to all intents and purposes a national undertaking.

While British Columbia is paid an annual sum of \$100,000 by the Dominion for the right of way of the C.P.R. and while she will be paid for the lands used for railway purposes, Manitoba is obliged to give her millions of acres and her money as well towards defraying the cost of the road and receives in return only the benefits of easy communication and increased settlement which the railway will necessarily bring, without any