

nion to sell lands that in common fairness ought to inure to its benefit. Pre-emptions were allowed so as not to stop the actual settlement of the country. If the line had been located in 1873 on the adopted route, some hundreds of thousands acres of good land within the belt would have passed to the Dominion that are now in private hands.

It will be observed that the Railway Land Clause says nothing about *the quality* of the land, whether valuable for farming land or any other useful purpose. It simply speaks of *quantity*; and whatever quantity had been alienated under Crown Grant or Pre-emption was to be made good from *contiguous* lands,—not from lands selected anywhere or everywhere throughout the Province.

The fact is the Dominion did not want the lands. It was only an excuse to give the Province a subsidy sufficient to carry on its government and make internal improvements,—on the same principle as the \$150,000 had been offered to Newfoundland. Mr. Anglin (page 16) stated that “the Minister of Customs had admitted that it was only an excuse to give the money, and that the lands were not wanted.” Any contention, therefore, at this late day, about the quality of the land in the Railway belt, is most mischievous.

Sir Alex. Campbell, when he moved in the Senate, the adoption of the address for the admission of British Columbia stated very frankly the views of the Government as to the value of the Railway lands as a source of revenue. He said (page 9) “It will be remembered that, in the case of Newfoundland, we agreed to give her \$150,000 per annum for land for ever. *It was not believed in that case, NOR IS IT IN THIS, that the land would yield any revenue equal to that sum; but it was valuable in some respects; and it was felt necessary to assist Newfoundland beyond the 80 cents per head of her population.*”

This statement alone, taken as a governmental utterance, and as an expression of the views of the Dominion Government as to the value of the Railway Lands at that time, ought, in itself, to quiet forever all contention about the quality of the land in the Railway Land belt.

Reference to and careful examination of the two Statutes of British Columbia in the Appendix establish, beyond controversy, that the Provincial Government has kept faith with the Dominion, and conveyed to it by