

I would now refer to what was said by Mr. Sumner in regard to the lands. He has heard from some person in Winnipeg, who thought he had a good and exact knowledge of the matter, that the Hudson's Bay Company did not take the same means as others to get the best prices for their lands—that is, they did not look about, and they have not their agents in every quarter seeking out purchasers. At the same time, he has been informed that the Hudson's Bay Company would profit greatly, and make far larger sales, if they reduced the price of their lands, and did as the Canadian Pacific Railway have done, sell their lands for something like half the price that the Hudson's Bay Company receive. I would mention to the honourable gentleman that the case of these two Corporations is entirely different. (Applause.) I know something of both. To a railway company, having its lines throughout the whole country, it is of much greater advantage that they should sell their land at almost any price, or really almost give it away, because what they get from those who take up the lands, who are their customers, the traffic they receive from these is more perhaps in one year than the price they would get for their land. (Hear, hear.) The Hudson's Bay Company are not in the same position; they have no such traffic to deal with, and nothing of that kind to expect year by year from those who go into the country. What we make out of our land must be made by the money we get for it, and I think that had we put the price of the land at less than \$5, or half that sum per acre, we should not have sold 10 acres more than by disposing of it at \$5. (Applause.) Your best purchasers and customers for your land are those who have taken up land from the Government, which they have got without price, every settler going out there being entitled to take up 160 acres of land, for which he pays only £2, to cover the Registry Fee. Then he is entitled to pre-empt, or take up at a certain price—probably at \$1 or \$1 50c. an acre—160 acres more to be paid for at the end of three years. The settlers who have so acquired these lands, or who have purchased from the Canadian Pacific Railway or other railway companies, are often anxious to add to the size of their farms so soon as they have the means of doing so, and as the Hudson's Bay Company have two sections in each Township a ready market is thus offered for them in prosperous times. But unfortunately, there has been very little money in that country for two or three years back, so that they have not been in a position to purchase; indeed, they would not have been able to purchase at \$2 an acre any more than they would at \$5 an acre in the past year. But when there is a return of prosperity, and we see that there is a marked-improvement, as I have already said, we shall no doubt have these people buying our land, and glad to pay for land of the quality such as that owned by the Company along the Railway, at the same price they have been paying heretofore. I have been asked whether we still hold the same opinion with regard to the ultimate value of the Company's land as we have given expression to in the past. We certainly do not hesitate to