

pany or by such other company to the public according to regulations and at prices not exceeding these prescribed from time to time by the Governor in Council, having regard to the then existing provincial regulations applicable thereto; the expression "lands" including all mineral and timber thereon which shall be disposed of as aforesaid, either with or without the land, as the Governor in Council may direct.

So it is practically under the control of the Governor in Council.

Hon. Mr. WOOD—That very clause that the hon. gentleman has just now read is one that impressed upon my mind the idea that this 4,000,000 acres of land must be valuable, otherwise it would be unnecessary to have any restriction upon them.

Hon. Mr. SCOTT—It was put as a precaution that the company could not hold them and prevent purchasers going in if it was thought desirable to buy.

Hon. Mr. WOOD—That must be based on the idea that there is some considerable value in these lands. I really think the government, in entering upon an enterprise of this kind, should ascertain whether there was any value in these lands, and also what the cost of constructing a railway in that section of the country would amount to. Otherwise it is very difficult for members of this House, or anybody who has not had an opportunity to investigate for himself, to judge of the merits of an arrangement of this kind. If these lands have any value—if they are worth even one dollar per acre, hon. gentlemen will perceive that the whole subsidy is ample to build that road, even if it is an expensive road to build.

Hon. Mr. SCOTT—There are a number of roads in British Columbia that have similar subsidies, and I have yet to learn that any of them have been able to use their lands. Land is abundant there.

Hon. Sir MACKENZIE BOWELL—I do not understand that the minerals in this land granted as a subsidy have been reserved by the Crown.

Hon. Mr. SCOTT—Yes, all the lands in British Columbia.

Hon. Sir MACKENZIE BOWELL—If all the minerals have been reserved by the Crown, there is no value in the coal lands. There are small areas, in portions of the country which are very well wooded with

good timber, but there is no great quantity of land after you leave Pincher Creek until you strike the Crow's Nest Pass through to the Columbia except when you reach the lower Kootenay. There is some good land at Carnbroke, where Col. Baker has his ranch, and where there is an industrial school. There is very little timber land in that portion of the country. The reason I speak so positively about it is, I rode on horse-back from Fort McLeod to the Columbia through the Crow's Nest Pass for my own personal instruction, and to ascertain what there was there. If I understand this bargain with the Canadian Pacific Railway Company, they have secured the charter of the British Columbia Southern Railway Company. They paid them so much conditionally, that they were to have 5,000 acres of coal land only, for their own use and purposes so as to prevent—a very wise precaution on the part of the Canadian Pacific Railway Company—there being extortionate rates charged to them or to others, and to prevent a monopoly. The government in making their bargain with the Canadian Pacific Railway Company, if I understand it correctly, exacted in addition to other conditions, 50,000 acres of the coal lands. If I have arrived at a correct conclusion from reading the debates, if the Canadian Pacific Railway Company do not secure those 50,000 acres of land from the British Columbia Southern Railway Company, who hold the charter, then the government is not to pay any of the subsidy. Is that the case?

Hon. Mr. SCOTT—Yes.

Hon. Sir MACKENZIE BOWELL—Then that land will have to be procured.

Hon. Mr. SCOTT—That is part of the conditions, that they acquire from the British Columbia Southern Company the 50,000 acres. The 50,000 acres are now in the Crown, represented by British Columbia, and will remain there until the lands are earned.

Hon. Sir MACKENZIE BOWELL—If I understand, it is in this position: the Canadian Pacific Railway Company have made a bargain with the British Columbia Southern County Railway Company for their charter. They have a certain time, after the passage of this bill, to complete that bargain. If the British Columbia