

tion of the Act as an enactment, and then we pass resolutions that are not in the Act, but which are to be added to it when it leaves this House. That is an innovation in the usages of Parliament which this House should not consent to. It is unfair to us, and it is very irregular. It was evidently contemplated by a provision in the resolution that the Canadian Pacific Railway would not get the full amount which it was represented they were likely to get from the British Columbia Southern Railway. It seems to me that the deal is this: whoever own the British Columbia Southern Railway, whether it be Jaffray and Cox as we are told by the press, they have made a capital bargain with this Government, and a capital bargain with the British Columbia Government. They first get 250,000 acres of coal lands from the British Columbia people for the construction of this line, and then they make a bargain whereby they relinquish 50,000 acres, and keep 200,000 acres to themselves. Then they have got this Government to provide the balance of the subsidy necessary for building this road. The British Columbia Government gave them 250,000 acres believing it was necessary to give that to get the railway; but the parties having control of that company, have succeeded in a deal by which they pocket the proceeds of 200,000 acres of these coal lands, and get the railway built by giving 50,000 acres. There is some one behind this deal who is operating it very nicely, and if it is not a grand steal, it will be at least a grand speculation for them, out of which the country does not get any benefit at all.

The MINISTER OF RAILWAYS AND CANALS. What do you refer to in that connection?

Mr. SPROULE. I say that the provision is that they get 250,000 acres of land from the British Columbia Government if they build the railway.

The MINISTER OF RAILWAYS AND CANALS. A great deal more than that.

Mr. SPROULE. That is the mineral land.

The MINISTER OF RAILWAYS AND CANALS. There are 250,000 acres estimated as coal lands.

Mr. SPROULE. Out of the coal lands they are receiving, they give us 50,000 acres, and they have 200,000 acres for themselves, and are certainly making a good deal. The Minister tells us that he is determined that we shall not enter into an agreement for the building of this railway, without the express understanding that this land shall be given to us. However, the Act only provides that they shall give the land to us if they get it. If this Government were defeated, or if the Minister of Railways died, and some one else took his place, we would have nothing to fall back

upon but the bare Act of Parliament, and the Act only provides, that if they do not get the lands they will be under no obligation to give us any. We would nevertheless be called upon to pay \$11,000 a mile all the same. Under these circumstances the provisions which the Government say they have made to prevent a monopoly of the coal lands, is not worth anything at all.

The MINISTER OF RAILWAYS AND CANALS. The hon. gentleman (Mr. Sproule) has failed to grasp the facts in connection with this transfer, or otherwise he would not have passed the criticism which he has. He appears to be under the impression that 250,000 acres only, or whatever the quantity is, of coal bearing lands are to be earned as a subsidy by this road. The facts are entirely otherwise. The subsidy which has been promised to be given by the British Columbia Government to the British Columbia Southern Railway Company, amounts to 20,000 acres per mile, and for 300 miles that would be 6,000,000 acres.

Mr. SPROULE. I understood that included in that, there were 400,000 acres of mineral land.

The MINISTER OF RAILWAYS AND CANALS. Included in the six million acres would be the coal lands which are estimated to amount to about 250,000 acres.

Mr. SPROULE. And out of that 250,000 acres the Government is to get 50,000 acres.

The MINISTER OF RAILWAYS AND CANALS. And out of the coal bearing lands, whether they amount to 250,000 acres or less, the Government is to get 50,000 acres. The balance of the lands which are referred to here, and which the Government will take power to regulate the sale of and fix the price of, are largely timber lands, and perhaps might be described as mineral lands other than coal. We have taken these powers with a view of preventing these timber lands, or mineral lands, from being held by the company as a monopoly. Now, the Canadian Pacific Railway Company get the British Columbia Southern Company, under their arrangement, all the lands except the coal bearing lands. Therefore, assuming that the area of coal bearing lands would be 250,000 acres, they would get the six million acres less the 250,000 acres. Now, of these 250,000 acres, they have engaged with us that they will get from the British Columbia Southern Company 50,000 acres, instead of 5,000 as was first provided for, and these 50,000 acres they will make over to us. The ex-Minister of Finance says, that this agreement does not contain an explicit statement, that the giving of these 50,000 acres shall be a condition precedent to the company getting its subsidy. That subject was very fully discussed between the representatives