

That the policy of the country should be to secure the largest ownership of public lands by the men whose labour would make them fruitful.

That the safety of republican institutions rests on the ownership of the lands by the people. That free institutions cannot survive the monopoly of lands. The resolution was carried by a vote of 251 to 17.

In the year 1870 the Legislature of Quebec set aside 3,208,500 acres for railway purposes in Blocks A, B, C and D, situated in the Counties of Pontiac, Quebec, Portneuf, Montcalm, Champlain and Chicoutimi. Two millions were granted to the North Shore Railway, and ten thousand acres per mile to the Montreal Northern Colonization Railway. Lands under license and within the blocks were excepted therefrom. Under 49, 50 Victoria, cap. 76, the land subsidies were made convertible into a money subsidy of 35c. an acre, payable when the subsidies were due and thirty-five cents when the lands were sold and paid for. On payment of these amounts the land reverted to the Crown.

Another land grant was made under 49 and 50 Vic., cap. 79, to various railway companies varying from 4,000 to 1,500 acres per mile.

Under 51 and 52 Vic., cap. 91, similar grants were made varying from 1,000 to 10,000 acres per mile. the whole grant amounting to over three millions of acres. These land grants were converted into cash payments at 35 cts per acre. The lands have reverted to the crown and are available for settlement or revenue as forest lands. It is fortunate for the province that they were redeemed. They consisted for the most part of forest lands unfit for agricultural purposes, and will add to the reserve stock of forest lands. The state of New York, where a large portion of the forest lands have been alienated has of late years spent several millions of dollars in repurchasing land for forest reservation. It will require