

would be of very great advantage to the committee. Well, that may be so; but I have had the advantage of reading the very elaborate speech which the Minister of Justice made when he moved for the appointment of the committee in the other House, and I find that so far from that being the case he stated that his functions were merely formal, that he took no practical part in the compilation of this report whatever, and that he was merely placed at the head of that commission for the purpose of acting as a medium between the Government and the commission from time to time. I may as well read his own language:

"I may observe that the part that I took in the commission was not of an active character, and I am free to speak of the work which they did in the terms of praise which it deserves. My name was placed on the commission simply that there might be some means of intercourse between the commission and the Government, and that we might keep control, so far as necessary, of the commission, and not that I could myself give time to assist them in their labors."

Sir JOHN A. MACDONALD: Well, what of that?

Mr. DAVIES. That is Sir Alexander Campbell's statement. Therefore, so far as the Minister of Justice is concerned, he has no more practical knowledge of the manner in which this report is made up, and has devoted no more time to it, than any member of this House. He was merely appointed as a figure head on the commission, and the argument the right hon. gentleman used, that his practical knowledge would be of some advantage to the joint committee—

Sir JOHN A. MACDONALD. I never said anything of the kind.

Mr. DAVIES. I understood him to state that the Minister of Justice had taken a great deal of pains with and devoted a great deal of time to this report.

Sir JOHN A. MACDONALD. No, I did not.

Mr. DAVIES. Well, I understood him to do so. I trust, therefore, that the hon. gentleman will see that this work, which must be permanent in its character, and is of vast importance to every part of the Dominion, should not be confirmed by this Parliament without those whose duties specially call upon them to investigate it having ample time to do so, and I think that that cannot be done this Session by the committee, consistent with the other duties they have to discharge to the Legislature.

Sir JOHN A. MACDONALD. That is not the question now.

Mr. DAVIES. To some extent.

Motion agreed to on a division.

#### REPORTS ON PRIVATE BILLS.

Mr. ABBOTT moved;

That, as the time for the reception of reports from Committees on Private Bills will expire on Thursday next, the 2nd of April, the same be extended until Wednesday, the 15th of April.

Motion agreed to.

#### LAND GRANTS TO RAILWAY COMPANIES IN THE NORTH-WEST.

Sir JOHN A. MACDONALD moved that the House resolve itself into Committee on Wednesday next to consider the following resolutions:

1. That it is expedient to authorise the Governor in Council to grant to the North-Western Coal and Navigation Company (Limited) Dominion lands to an extent not exceeding three thousand eight hundred acres for each mile of the company's railway from Medicine Hat to the coal banks on the Hudson River, about 110 miles.

2. That it is expedient to authorise the Governor in Council to grant to the Manitoba South-Western Colonization Railway Company Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from its commencement at Winnipeg to its terminus at White Water Lake, about 150 miles.

Mr. DAVIES.

3. That it is expedient to authorise the Governor in Council to grant to the Manitoba and North-Western Railway Company Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway for the whole distance from Portage la Prairie to the crossing at the south branch of the River Saskatchewan, twenty miles from Prince Albert, about 430 miles.

4. That it is expedient to authorise the Governor in Council to grant to the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company Dominion lands to the extent not exceeding six thousand four hundred acres for each mile of the company's railway from its commencement near Regina to the navigable waters of Long Lake.

5. That it is expedient to provide that the said grants shall be free grants, subject only to the payment by the grantees respectively of the cost of survey of the lands and incidental expenses at the rate of 10 cents per acre in cash on the issue of the patent therefor.

He said: I will bring down the Orders in Council accompanying these resolutions.

Mr. BLAKE. The Order of the House is for more than the Orders in Council; it is for the correspondence, petitions and applications as well as Orders in Council.

Sir JOHN A. MACDONALD. That is the motion for the return. I will bring down the Orders in Council separately, but will also bring down the other information.

Motion agreed to.

#### CANADIAN PACIFIC RAILWAY—AREA OF LAND IN THE FORTY-EIGHT MILE BELT.

Sir JOHN A. MACDONALD. I will give the hon. gentleman the answer to his question of yesterday. The total area of land situated in the 48 mile belt of the Canadian Pacific Railway examined between Winnipeg and Calgary, also that portion allotted to the said company between Red River and the Dirt Hills up to the 29th December is 7,315,200 acres, out of which the company has accepted 6,561,920, equal to 88 $\frac{2}{10}$  per cent of the total area examined, and proposes to reject 10 $\frac{2}{10}$  per cent. of such area, namely, 753,280 acres as shown below:

Lands Where situated.	Area accepted, in acres.	Area rejected, in acres.
West of the 1st meridian .....	1,795,840	285,440
" 2nd " .....	3,063,440	191,360
" 3rd " .....	524,160	126,720
" 4th " .....	1,072,840	145,920
" 5th " .....	115,840	3,840
Totals. ....	6,561,920	753,280

So that on the whole region, from one end to the other, there is only 10 per cent. rejected. Whether rejected justly or not is a matter of adjustment between the Government and the company.

Mr. BLAKE. I may point out that the statement does not show how much is in the 48 mile belt and how much in southern Manitoba outside the 48 mile belt.

Sir JOHN A. MACDONALD. I will take a note of it.

#### CANADIAN PACIFIC RAILWAY RETURNS—THE DISTURBANCE IN THE NORTH-WEST.

Mr. BLAKE. There are a considerable number of Canadian Pacific Railway returns which have not been presented; and in view of the present presumed condition of affairs, I think it my duty to press the hon. gentleman for them. There are also colonisation companies papers, and papers with reference to the boundary and the disputed title which ought to be down. I would also like the hon. gentleman to give us information, if he has any, about the North-West affairs. Is there any truth in the statement published that negotiations are being made with Batteries "A" and "B," to prepare for active service, that sleighs and supplies are being collected at the western end of the Canadian Pacific Railway track north of Lake Superior, for the purpose of carrying 400 more men over the 42 miles in which the track is not laid?