

bringing before the public their conduct on this question. He chose to say that I as one who moved a resolution on this matter must have seen reason to believe that I was, at least, entirely mistaken in the resolution I proposed. That resolution was a very plain and simple one, and so far as I can judge of the effects of what has transpired during the past year the truth of the statements made and the value of the objections then urged have been very much strengthened and confirmed by what has taken place. I moved in effect, I believe, that in giving so large an amount in money and lands for the construction of the central portion of the Pacific Railway the Government was acting injudiciously and improperly. The amount given, as I find from the contract already referred to—and I shall not dwell upon it at length—was, for the 900 miles of the prairie section, \$10,000 a mile in cash. And I believe the hon. Minister referred to what had actually taken place and to the cost of construction of 100 miles through the swamps selected for the purpose, which was \$10,000 per mile, and this he said was allowance enough for the construction of the road through the prairie country. All that we have heard of the work in that part of the country goes to show that \$10,000 a mile is a very liberal allowance indeed. It is said the Syndicate is building a much better road than they were bound to do under the terms of this bargain or than the hon. Minister intended to construct when he degraded the character of the whole line, declaring that he would build a new colonization road, but still it is by no means an expensive road. I have been told by those who seem to be familiar with the manner in which the work is done on the prairies that it is of the simplest possible kind. A furrow or two is run on one side, and a furrow or two on the other side of the proposed road and then by means of a machine called a scraper the earth or gravel is thrown up into the centre and forms the road-bed, and that is in fact the mode of grading the whole of the road along the prairie section, except in some spots where it is more difficult. This may be an effectual process, but it is by no means an expensive one, and \$10,000 per mile for a railway so constructed is ample. But in addition to that we propose to give them 12,500 acres per mile of choice lands, the Syndicate having power to select it themselves, and laying right along the line of railway. For other parts of the country they might have to choose their lands some distance from the line, but in the prairie section they have it on either side of the road and if the land throughout the country is worth \$2 or \$3 an acre surely this must be worth \$3, \$4, \$5, in some cases even \$10, per acre. The hon. Minister of Railways told us that the land would sell at the nominal price of \$2.50; but owing to the liberal rebate allowed by the Syndicate, the real price to the actual settler will be \$1.25, that a rebate of one-half the price is allowed on conditions under which, however, in the opinion of nine out of ten of the practical men of this country it will be impossible for the settlers to become entitled to their land. It is said that it will be utterly impossible for a man going out there with the amount of capital that ordinary immigrants possess, to settle on the land, build a house for himself and shelter for his cattle, break up and cultivate his land, raise food for himself and family and for his cattle and bring eighty acres into actual cultivation within the time prescribed. By the modification of these terms lately made, it is said something will be allowed for the house the settler will build and that this will be taken into account in the calculation which will determine whether or not he is entitled to his lands; but in nine cases out of ten the settler will be unable to fulfil the conditions. There is another very important point which the hon. Minister of Railways, I suppose, chose not to speak of. It is this: that so far as we can ascertain, the Syndicate does not put all their lands upon the market. They withhold all town

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sites, all mill sites, and all timber and mineral lands, and when the settler goes in to select land for settlement, he finds that his area for selection is very much narrowed, and that the Company retain so much valuable land subject to their own control, that it is absurd to estimate the value of the lands on the basis of the price the settler has to pay. The value of the lands, we know, is very much greater. We hear of enormous sums paid to the Syndicate themselves for town lots in the paper towns along the line of the railway, and we hear a good deal of the enormous sums which are extorted from some of the towns and cities by the extraordinary powers the Company possess under their charter, and the still more extraordinary powers they possess by their influence over the Government of this country. The hon. gentleman actually boasted that the Company had obtained \$200,000 from the city of Winnipeg, and \$60,000 from some other town. Why do the Syndicate extort these moneys from these people, who find themselves suddenly at their mercy, compelled to accept any terms the Syndicate like to impose, and compelled to pay money bonuses or surrender one-half or two-thirds of the lots in the town or city where the station is to be placed? Entirely because of this—that while the Syndicate are nominally subject, in the selection of their line of railway, to the control of the Governor in Council, they possess the absolute power of going where they please, and of saying to the people: "If you do not choose to submit to our terms, we will not carry the line of railway through your property, but ten or fifteen or twenty miles away." Why, Sir, it is impossible to calculate, at this moment, what the value of that land really is. Should the present extraordinary excitement continue, should the tide of population into that country go on as is anticipated, these lands will become very valuable. They are vastly more valuable to-day than they were when I spoke last year, they are vastly more valuable than they were two or three or five years ago, and some will be vastly more valuable four or five years hence, long before the Syndicate will have disposed of all of their lands. Well, Sir, were this a Government road, were these lands under the control of the Government still, were they to be disposed of by the Government on fair terms to actual settlers, the Government would obtain a large portion of the expenditure on this road, and we would have a people free and independent, and therefore able to contribute more largely to the revenue of the country than it is probable they will be able to do. Sir, the history of the last year has proved all this. If, as has been announced by the Minister of Railways, some 24,000 or 25,000 people have already this year gone into that country, the greater portion, I suppose, to settle in the country, all this goes to show that instead of over estimating the value of the lands last year, and the value of the bargain to the Syndicate, I entirely under estimated the value of the lands, and I did not put as strongly as I might have put the extraordinary character of this arrangement—an arrangement which gives to that Company a total of 11,250,000 acres of land over and above all that the road will actually cost them, all that it would have cost the Government if the Government had chosen to build it. It was said last year that this was given to them for two reasons. First, in order to furnish them with a basis of credit, and so enable them to carry on the work. The Minister of Railways did not take that position; that was the position taken by the First Minister. The Minister of Railways is fond of boasting of the ample means of the gentlemen who form the Syndicate. He is fond of telling us that the capital furnished by them is raised by themselves or on their own credit, and that they may go on expending untold millions in the same way; but we find that these gentlemen have not been very slow in getting \$25,000,000 of their land bonds placed on the market, and they are able to draw from the Government their share