

Sir JOHN A. MACDONALD. There can be no objection to bringing down any Order in Council respecting the route of this railway, though in the absence of my hon. friend, the Minister of Railways, I cannot say whether there are any to bring down. With respect to this grant of land for railway purposes, it is not correctly described as a grant. It is an ordinary sale to this company, the same as to any individual. The House will remember that the regulations of the Government and the whole scheme respecting the land to be appropriated for building the Canadian Pacific Railway, were submitted to Parliament. Parliament knew exactly what was the policy of the Government in that regard. It was provided that there was to be a series of belts, extending from A to E inclusive of both letters, and that the price would vary according to the distance of the land from the railway. The price of the lands in Belt A, within five miles of the railway, which were reserved for defraying the cost of construction, was \$5 an acre, the price in Belt B less, in Belt C less, in Belt D less, and in Belt E, about 40 miles from the main line, \$1 an acre, to any one who chose to buy. Therefore this company stood in the same position as any private person choosing to pay that price. This company had no greater rights than any person in the world who chose, as soon as the surveys were completed, to go and buy in the odd numbered sections, and it is of very great importance to us that, instead of individual speculators going in, we should get a railway company to go there and run a railway to these lands, thus increasing the value of the land in the even-numbered sections belonging to the Government. Without a railway there the land was to be sold at a dollar an acre, and it was right that the Government should give a preference to this company, which took a railway there, so that for pre-emptions in the even-numbered sections the Government would be able to get a higher price. It was an incidental encouragement to this company. It is a Canadian company, and it cannot be supposed to have a very large capital. It has to seek for capital, and yet the Government do not propose to give them a single acre. It was not part of the proposal to make them a present of the land, but we sell it to them at the same price as to everybody else, as an encouragement to build the road, and if they do build the road with this encouragement, they open up a section of country within a reasonable distance of the Souris district, and bring in a supply of coal fuel to the inhabitants of Manitoba and the immediate neighborhood. It is provided that they should receive no land within the Province of Manitoba, but they are to receive it only in the district west of the Province. There cannot be the slightest objection to the motion.

Sir RICHARD J. CARTWRIGHT. I would like to know, from the Minister of the Interior, exactly how he proposes to give these gentlemen the lands in Belt E under the existing regulations. Does he propose to give them the lands in Belt E for a long distance beyond the terminal point of the railroad, or are they to be between the boundary of Manitoba and the point, about 150 miles west of it, where these coal deposits are found?

Sir JOHN A. MACDONALD. The arrangement is that we are to sell them railway lands within sixty miles of their road, to the extent of, I think, 3,640 acres per mile. Then they will have to take the land west of that, and, of course, that is an additional inducement to them to extend the railway in order to make their lands saleable; but it is all within Belt E, and within the railway lands, which are open to everybody who chooses to pay a dollar an acre.

Sir RICHARD J. CARTWRIGHT. I am not disposed to object to liberal aid being given to colonization roads; but, if I understand the hon. gentleman, 2,200 square miles are given to this railroad. You have got, I think, about 12 miles of Belt E, and no more, and you may not have 12 miles—

it depends entirely on the location of the road. My impression is, that this grant will consume the entire portion of Belt E, which is not reserved for settlers, for a distance of 120 miles, more or less, beyond the point at which this road stops. If the hon. gentleman and his Government have made what I may call a firm provision that these gentlemen will go on, well and good; but, if otherwise, the arrangement may interfere very materially with the aid to be granted for the establishment of colonization roads west of this road.

Sir JOHN A. MACDONALD. There is no reason why the individuals forming this company should not come and buy this land; but there is a provision that the land shall be given to them for purchase, only in proportion as they build the road, otherwise there might be an enormous purchase of land by the company merely for speculative purposes. But even if this were so, there would still be the alternate blocks of 640 acres reserved for homestead and pre-emption purposes. It is, however, distinctly provided that the land is only to be granted according to the progress of the road.

Mr. BLAKE. Is any of this land in the neighborhood of Turtle Mountain?

Sir JOHN A. MACDONALD. It is not far from Turtle Mountain. The road runs to the north of Turtle Mountain.

Mr. BLAKE. I suppose the hon. gentleman will be able to bring down these papers rapidly?

Sir JOHN A. MACDONALD. Immediately.

Motion agreed to.

#### LAND GRANTS TO RAILWAYS.

Mr. BLAKE moved for a copy of any Orders in Council granting tracts of land in the North-West to any railway company other than the Manitoba South-Western Colonization Railway Company, together with the applications for such grants, and all correspondence and Orders in Council connected therewith, and a statement of the lands selected thereunder; also for a copy of any Order in Council as to the routes or termini of any such railways, and of any correspondence in connection therewith. He said: This is a motion similar to the last. It has been stated that an Order in Council has been passed, granting lands by sale to at least one other railway company.

Sir JOHN A. MACDONALD. I only say this, that from my point of view, and from the point of view of the hon. member for Bothwell (Mr. Mills), if we can get money for the lands we had better sell them, and if any of these railways run through any of the belts we shall be very glad to sell the alternate and odd-numbered sections at the price set for each belt, whether it be \$5 or \$1.

Mr. MILLS. Without any restriction on the railway company?

Sir JOHN A. MACDONALD. I have already explained, provided that they shall only get it according to the progress of their work.

Mr. MILLS. The hon. gentleman will remember that when we proposed to deal with that question, we proposed the railway companies should bring their lands to the market within a certain time. That is the rule with regard to the Union Pacific and other railway companies in the United States. When a certain length of time has expired, the railway companies are bound to sell, or are subjected to taxation.

Sir JOHN A. MACDONALD. This company intends to raise the money on the sale of lands or bonds issued upon guarantee of the lands, and it is, therefore, its interest to sell the lands as quickly as possible.

Motion agreed to.