

granting \$11,000 a mile there were no ifs nor ands nor buts about it. The great recommendation of the Minister was that we would get 50,000 acres of land and that this would preclude all possibility of a coal monopoly. Now, it seems that this is only a condition. To leave the hon. Minister of Railways and Canals to arrange the conditions outside of Parliament would be giving to him the right, ultimately, to grant the \$11,000 per mile without getting these 50,000 acres of coal lands which was to be one of the chief compensating conditions.

The **MINISTER OF MARINE AND FISHERIES** (Sir Louis Davies). I think the hon. gentleman (Mr. Foster) is perfectly right in bringing this matter to the attention of the committee, but the substance of these resolutions was arrived at only after a great many consultations were held between the lawyers on both sides and the managers of the Canadian Pacific Railway. Every word of these resolutions was thoroughly weighed, and I am not able to conceive at the present time, any other language which could be used to express the meaning. The Canadian Pacific Railway have not yet, in a legal or technical sense, possession of these lands.

The **MINISTER OF RAILWAYS AND CANALS**. They have not even a contract with the British Columbia Southern.

The **MINISTER OF MARINE AND FISHERIES**. But they state that they will be in a position to carry out the agreement, and we say that the whole condition of granting this subsidy is that 50,000 acres of land shall be placed under our control.

Mr. **FOSTER**. If they cannot get that land they cannot get the subsidy. I for one would never consent, never have consented, to an agreement voting so much money to the Canadian Pacific Railway unless it were made conditional upon our securing such a portion of these coal lands as would obviate the possibility of any monopoly in future. It strikes me that no other language could be employed in the resolutions to better express the meaning. I could suggest words in plain English which would carry out the intention, that it shall be a condition, absolute, to the granting of \$11,000 a mile that 50,000 acres of these coal lands shall be handed over.

The **MINISTER OF RAILWAYS AND CANALS**. It is a very simple matter to suggest words and propose their incorporation in this proposal, but the hon. gentleman (Mr. Foster) has not been through the negotiations. The situation is this: The Canadian Pacific Railway had an agreement with the British Columbia Southern Railway Company under which the Canadian Pacific Railway were entitled to receive 5,000 acres of land, and only 5,000 acres.

Mr. **FOSTER**.

When they came to negotiate with us, and to hear the terms we imposed upon them, they said: "We have not 50,000 acres of land, we have only 5,000 acres." We said: "You can get an agreement for 50,000 acres of land, and unless you undertake to give us 50,000 acres, you will not get this subsidy." They said: "If you incorporate that in the agreement now, the Canadian Pacific Railway will be wholly in the hands, and under the control of the British Columbia Southern."

Mr. **FOSTER**. The Minister of Railways and Canals has stated absolutely, and the Minister of Marine and Fisheries has echoed it, that unless 50,000 acres of land are given, this contract will not be signed. With the declaration of the Minister of Railways and Canals and the Minister of Marine and Fisheries, which is the declaration of the Government wafted to the ears of the British Columbia Southern, the Canadian Pacific Railway are just as much in the power of the British Columbia Southern Railway as they would be under any agreement made absolute in this contract. But now all this certainty of getting this 50,000 acres of land is involved in contingency, and it must be approached with fear and trembling because this British Columbia Southern will hold the Canadian Pacific Railway at their mercy. I would like to know what kind of a meal this British Columbia Southern Company is going to have. They build no railway; they get 250,000 acres of land of invaluable worth; they toil not, neither do they spin, and, up to the present moment, the Minister of Railways and Canals is in grave doubt as to whether they will not hold the Canadian Pacific Railway corporation under their thumb, in respect to getting this 50,000 acres of land. All the explicitness and definiteness of the Minister of Railways and Canals when he was proposing this vote to the House has vanished in thin air, and this British Columbia Southern Railway Company, with its enormous privileges, and its concession of 250,000 acres of valuable coal lands is going to hold the Canadian Pacific Railway in its tetracles.

Mr. **SPROULE**. I wish to ask the Minister, what is the necessity for putting in the requirement with regard to the disposal of the balance of the land, at such price as the Governor in Council shall decide; if, as the Minister says, they were only to get 5,000 acres a mile and that was to be passed over to the Government. There will be evidently no balance of land to dispose of, and this regulation is misleading to the House and the country, because the impression would be created that they were getting the 450,000 acres, whereas in reality they are only getting 5,000 acres a mile, which is passed over to the Government. I object to this, in the first place, because it is not in the Act. We have only one por-