

and unless railway facilities are furnished to settlers in the inland districts but few settlers will be had. In fact, we have lost to the North-West already many thousands, from the want of the necessary railway facilities. I have before me a list containing the names of 111 settlers who had taken up lands within a radius of six miles from Rapid City, and who have abandoned them because they were wholly without railway facilities, and without access to markets. They went into that part of the Province of Manitoba at a time when it was supposed the Canadian Pacific would pass through the settlement. They were destined to disappointment, and they abandoned the country in consequence. They preferred to lose their labor, and begin a new home elsewhere, rather than be without the means of ingress and egress, and without a market for the products of their toil. The Administration of Mr. Mackenzie proposed to provide for the construction of colonisation roads. They believed that one line of railway through the extensive prairies of the North-West would be wholly inadequate to secure the settlement of the country. A railway has but little value to the farmer who is more than twenty miles away. The Pacific Railway may secure the settlement of the country for a short distance upon either side, but without radiating lines, from points well situated to become great commercial centres, the general settlement of a prairie country is not likely to take place. The progress of settlement in the State of Illinois furnishes a striking proof of the soundness of this view. The State was settled for many years along the banks of the Mississippi, the Ohio, the Illinois and the Rock River, but the interior of the country remained unpeopled. Land one hundred miles south from Chicago had but little value. It was exceedingly fertile, and capable of producing immense harvests of corn and wheat; but it was inaccessible to any market. When the Illinois Central Railroad was built all this was changed. Thousands poured into the country. The railway became to the people of the interior all that the rivers had been to the earlier settlers upon their banks, and the population of Illinois received an accession of more than a half million within ten years. It is, in my opinion, greatly to be regretted that steps were not taken by Ministers to carry out, without delay, upon their accession to office, the colonisation railway policy of their predecessors. But, instead of doing so, the interests of the North-West have been sacrificed to the construction of a trans-continental railway in advance of the requirements of the country, and to the construction of which the well-being of the population of the North-West has been subordinated. Obstacles have been put in the way of necessary railway construction. Settlers have been harassed and ruined. Many of them have been driven out, and they have published abroad the wrongs which they were compelled to endure. Millions of acres, upon which some might have voluntarily gone, were put into the hands of land sharks and speculators—upon such terms as to enable them to make a profit. The toiler saw that these men had vast areas put at their disposal, into which he could not enter without their consent and upon their terms. These companies were more favored than the settlers; discontent was produced by contrast; and instead of settlement being promoted, it was retarded. What could a colonisation company do to promote the settlement of an extensive region of prairie? The man that had not the means to take him into the country, could not subsist after he got there. It was not because the North-West could not be reached that it was not more rapidly settled. It was because no market was to be found for the product of the settler's industry that so few have gone thither, up to the present moment. The colonisation companies, under whose control, three years ago, ten millions of acres were placed, have all signally failed. There is not one exception. There is not one which has not stood in the way of settlement.

Mr. MILLS.

There is to-day many a quarter-section in the North-West which would have been occupied and cultivated by a Canadian, who has become a land owner south of the border, had it not been under the control of a colonisation company. It would have been immeasurably better, in the interests of the country, had every acre in the North-West been burdened with a charge towards the construction of a colonisation railway within reach, rather than to have been subject to the policy pursued by Ministers. Settlers care but little for a charge of \$1 an acre upon their lands if these are made accessible to markets. It is a fact that the whole North-West has been practically given up for the construction of a road to secure the trade of Asia, which must always take another route. The Government have paid no heed to the interests of the settlers; they have turned away the currents of immigration, and they have produced a feeling of discontent over the whole North-West country that is not likely to be overcome, so long as the administration of affairs is in their hands. They have exasperated the population beyond measure, until they are as much distrusted by the settlers as the settlers are distrusted by them. Do we not see in the organs of the Government charges daily made against the white settlers of the North-West? But we are not left to draw inferences from the newspapers in the confidence of Ministers. We have but to look to the measures submitted by Ministers to Parliament. The people have their local representative body swamped by Government appointees—men who are strangers in the country—who know nothing about its local wants—who are ignorant of the views of the people—who are strangers to their grievances, are sent thither to make laws and ordinances for their government. Could such a course be pursued under a Democratic system of Government, if there was not a deep distrust in the minds of Ministers of the population? Then we had the Minister of Militia submitting to the House a measure for disarming the white population. In that distant part of our country there are numerous bands of savages, who have already imbrued their hands in the blood of the settlers. That these savages should be disarmed may be highly expedient, but what could induce a Ministry to propose the disarmament of their countrymen and kindred in the North-West? Was ever such a measure proposed by the Government of a free people before? What have our neighbors and friends who have gone to the Territories done, that they should be disarmed, in the presence of the savages who threaten their lives and their property? Is such a course likely to produce contentment? Are those who are disposed to leave these Provinces to seek their fortunes elsewhere likely to be drawn to our own Territories, rather than to Dakota, by such a measure? Does it not show that the Government know that they have produced in the minds of the settlers the feelings of the deepest indignation? Ministers failed to stifle the voice of the white population of the North-West by making the Indians voters. They propose now to disarm the white population, and to swamp their council by appointees of the Crown. But we have still other evidences of the feeling of Ministers towards the white settlers of the North-West. We have the disarmament of the volunteer corps. Does not every one see that the cheapest, the most efficient force that could be had for the maintenance of peace and the protection of life and property in the North-West Territories would be numerous and well-appointed companies of volunteers? Has the Government taken, as a measure of defence, that course, which plainly presents itself as the best, under the circumstances? Not at all. Ministers distrust the population. They double the number of police, and retain in the country the nucleus of a soldiery. Is there any reason for this, except the fact that they are more hostile to the white population than to the Indians.