

the Indians; and I think that the hon. gentleman may trust to the usual caution of the Indian Department in their dealings with those matters, not to harass the white man. I agree with the hon. gentleman that all the pressure, not amounting to coercion, but all reasonable pressure in the way of persuasion should be used on the Indians to get them to agree to confirm the title of these parties on some reasonable terms, which will give the Indians some compensation, which would be perhaps a more real compensation, if small, than the mere vague right of occupying the land, which they cannot occupy and cultivate, as the hon. gentleman says. I think that something of this kind will have to be done. The matter is in my hands. I have the papers before me, and as soon as I have opportunity I will take up the subject. I will send an inspector down to examine and report upon it; and to see if we cannot come to some arrangement by which the Indians will not be dissatisfied fearing that they have lost their property, and while at the same time the reasonable claims of the white men will be met.

Mr. SCRIVER. I desire to call the attention of the hon. gentleman to the fact that the legislation which he spoke of only affects the long leases; and an Act was introduced long ago which provided for the commutation of the rents specially exempting these short leases.

Sir JOHN A. MACDONALD. I know that.

Mr. SCRIVER. The hon. gentleman says that he was rather waiting for me to introduce a Bill on the subject, and I may say I was rather waiting for him to do so. I thought it would be a Government measure; and I was rather hoping that the hon. gentleman would introduce an Act to revise and renew the old Act, because I think that now is the time at which the holders of the land under long leases would be disposed to avail themselves of the privilege of commuting. The reason they did not do so before was probably owing to the want of means to do so. When the Act was passed before, the country was comparatively poor, but these men are better off now, and I think that they would be very glad to commute the rents.

Sir JOHN A. MACDONALD. I have no doubt that we will arrive at a commutation.

Mr. MITCHELL. I would ask, in relation to the item concerning Indian schools of Ontario, Quebec, Nova Scotia and New Brunswick—as a good deal of interest is felt in our community in this regard—what results have followed the establishment of these schools? Can the hon. gentleman tell us what progress has been made, whether the schools are successful or not, whether they are likely to be continued, what good is likely to result from them, and what languages are taught in them?

Sir JOHN A. MACDONALD. If the hon. gentleman has not seen it, he will be kind enough to accept at my hands a copy of the annual report of the Department of Indian Affairs for the year ending the 31st of December, 1882, and he will find there a full account of all these schools.

Mr. MITCHELL. My hon. friend has been very facetious; but I wonder if he really expects that anybody ever reads the reports of that Department? For my part I frankly own I do not, and I thought that he might give us a short synopsis of it. However, as I have got the report, I thank him very much.

Mr. COOK. Has the Indian Office of Toronto been permanently removed to Ottawa, and what provisions, if any, are made in connection with the business of the Department on Georgian Bay? It is rumored that Mr. Thompson, of Penetanguishene, has been appointed to a position under the Department; and I see by the Supplementary Estimates an item to provide a salary for a surveyor from the

1st of February to the 1st of June. Is this gentleman the officer that has been appointed at Penetanguishene, and is his position to be called Indian surveyor?

Sir JOHN A. MACDONALD. With respect to the office at Toronto, it has become an anachronism. It was not wanted. In the good old days, when Toronto was the headquarters of everything in the Province, the chief Indian agency was kept there, and all the subordinate agents reported at Toronto; from thence it came here. It was found to be a mere obstruction to business, and the Toronto office has been closed. Mr. Plummer, who was at the head of it, and Mr. Dalton, a subordinate, were brought down here, and their services were utilized at headquarters. This office performed good work in the days of old, but it was of late really in the way of, instead of being an assistance to, the Department. The agents now all report directly to headquarters, instead of through Toronto and around by that way. Mr. Thompson has been appointed the agent at Penetanguishene for the Christian Island Band.

It being six o'clock, the speaker left the Chair.

### After Recess.

#### NORTHERN RAILWAY COMPANY OF CANADA.

Bill (No. 93) respecting the Northern Railway Company of Canada was considered in Committee and reported.

Mr. CAMERON (Victoria), in the absence of Mr. WHITE (Cardwell), moved the third reading of the Bill.

Mr. BLAKE. I wish to make a single observation before the Bill is read the third time. I think that some action should be taken to get connection, in a practical, shape between the railway system of Ontario and Callander. The schemes up to this time do not appear to have succeeded in bringing about that connection, but I do not see any reason why they should not succeed. This Parliament, last Session, authorized a subsidy at the rate of, I think, \$6,000 a mile from the point of junction, Gravenhurst, I believe, and Callander. The Local Legislature of Ontario, some years ago, authorized a subsidy, I think, of \$8,000 a mile, but afterwards by the change of the plans with reference to the Pacific Railway line the destination of that subsidy was changed to the Sault Ste. Marie line to Sault Ste. Marie, and that was the point of connection then, and is now authorized for that subsidy. Now, from the course of the Canadian Pacific Railway Company in building the Algoma Branch themselves, and pursuing a more interior course for their main line, it seems not unreasonable to look upon Callander or some point between Callander and Nipissing as the true objective point. Now, I think public policy and the interests of Ontario should look to concerted action between the two Governments and Legislatures, each of which has recognized the importance of this connection, and if a sum even equal to what this Parliament has authorized—and it would be less in point of mileage than that upon which the Ontario subsidy was authorized—were added to the sum authorized by this Legislature, we would have \$12,000 per mile available for the purpose of that connection. I regard it as of the greatest interest to Ontario, and the Dominion generally, that this connection should be made with a thoroughly independent line, and I think we might realize the advantage of a real independence, at no additional cost to the country, if the two Governments entered into communication, and an understanding was arrived at for the building of that line. I have no doubt that by the combining of the two subsidies an arrangement could be made for the formation of a thoroughly independent company, and that the road would be built; but I would prefer myself that the people should have the advantages of the subsidies. I believe, there being no great difficulties in the construction of that railway, that if arrangements were made whereby a Joint