

the history of the transactions between the white man and the Indian in the United States that in the western country the white man would be apt to shoot the Indian on sight, as he would a prairie dog. And such white men are coming into our Western Territory. They are accustomed to continual collisions with the Indians, and the great danger is that by any act of appropriation of a white man's property, the white man may be excited to protect it by taking an Indian's life, and the killing of one Indian might cause an Indian war, slaughter, and we do not know what other consequences. One thing is certain, that this would prevent or postpone for many years the immigration we hope shortly to draw into that country; and therefore it is that we ask the House to increase the Police Force to 500 men. Under the present Act, in case of immediate urgency or danger the Government have the power to do so; but as there is no such urgency, in my opinion, as to warrant that course, allusion is made to the subject in the Speech in the terms noticed. Although the force is to be increased if Parliament sanction it, I am happy to tell the House that the cost per man of the Police is very much diminished—in fact, to a very remarkable degree. To increase the number, therefore, does not involve a corresponding increase in the expense. My hon. friend from West Durham says that notwithstanding all the dangers that are apprehended in the North-West, he sees the Lieutenant-Governor and Superintendent of Indian Affairs at this Capital. He is here this winter as he was here last winter, and if I hold the position next winter which I do now, I shall certainly send for him to have the advantage of his assistance and advice, and explain to us of what goes on under his eyes in the Territory. I am happy to say that that gentleman has the confidence of myself as the head of the department with which he is most connected. I believe he is the right man in the right place—a very sensible, prudent man, cool, cautious and determined, while at the same time a man of kindly manners. He has got on very well, and has acquired the confidence and respect of the Indians with whom he has had to deal. My hon. friend has spoken of the measures mentioned in the Speech, observing there are some remarkable omissions. I do not suppose he has had the same experience in this respect. Report says he has had some very late experience in framing Speeches from the Throne, but I have no doubt that on no occasion would he make a Speech from the Throne, a mere catalogue or schedule of the measures of the Government which brings it down. We allude to subjects of general interest, as is always done on such occasions. We have, however, noticed at some length the position of the Indians in the North-West, and also the subject of the Canadian Pacific Railway; but I must say, I have never admired my hon. friend's astuteness more, than in his attempt to find fault with the Syndicate for finishing the road in five years instead of ten. The hon. gentleman was loud in his denunciations, at one time, of the folly of building the road to the north of Lake Superior, urging that it ought to have been indefinitely postponed, and postponed in fact till the Greek Kalends, so far as regards construction through British Columbia. His idea was that we should not have a Pacific or trans-continental railroad at all; but if we should have one it was to be run from the head of Lake Superior, leaving the Canadian system of railroads for ever and ever, amen. The remainder of the road was only to be finished in 1890. After seven years, we at last made an arrangement by which the road was to be finished in 1891, just one year more. I think it is much to the credit of the Government that, in choosing parties to build the road, they selected men who formed themselves into a company, and who, with some degree of doubt, with great hesitation, entered into a contract to finish the railway in ten years, and now found they would finish it in five years. Their energies are

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wonderful, their resources are remarkable, and we shall have the road across the continent in half the time we anticipated. Some of my hon. friends opposite endeavored to raise a good-natured laugh at my having expected only to look down upon the completed railway. I think, Mr. Speaker, unless slain by the too vigorous assaults of the leader of the Opposition, I may hope, even at my age, to live long enough to travel across the Dominion, proceeding from Ottawa direct to the shores of the Pacific, without suffering any very great inconvenience or fatigue. The hon. gentleman (Mr. Blake) has spoken somewhat, and I think, without sufficient examination into the state of the case, about excessive freight rates. Now, Mr. Speaker, I think the rates, so far as I can learn, are not excessive. They are considerably less than those charged by the Government, when the railway was a Government railway, without any objection being taken by the people interested; and the Government was so particular in guarding the interests through which this road was to pass, that they have taken care that both passenger and freight rates shall be subject from time to time to thorough revision by the Government. It is quite obvious that a shorter road, running fifty, sixty or 100 miles, is not so profitable as one extending 200, 300, 500 or 1,000 miles, and there must be a proper and due proportion between the service provided by such railway and the rate of remuneration; and the Syndicate have been warned, and know that the Government will not hesitate from time to time to deal with the reconstruction of rates as the road extends from east to west, and as the comparative profits and expenses of running the road alter with every mile of railway that is constructed and brought into operation. My hon. friend the leader of the Opposition has spoken about the land regulations, and said there have been several changes. There have been, and I really expect, and I am not ashamed to say so, that further experience may cause the Government from time to time to alter those regulations. If we find any regulation is an obstruction to settlement, we will alter it; if we find the price of land is too low, we will increase it; if it is too high, we will diminish it; all those things must be matters which can only be dealt with as in the progress of the country the necessity of change or amendment is shown to exist. There is one thing clear, however, that by no chance can the individual settler be prevented from getting his land if he chooses to go there, without the intervention of the middleman, whether a rich capitalist or colonization association. The homestead principle is going to be reserved and preserved most carefully, and when you remember that all those colonization societies can only, under the present regulations, secure lands to the north of the Pacific Railway, twenty-four miles from the railway belt, and twelve miles on each side of any subsidiary road that may run through the country in any direction, the House will see that those companies cannot in any way interfere with the early settlement of the country. Of course, the rush will be to get as near railways as possible, and we preserve to the settler the right to establish himself within one inch of the railway if he goes there first and makes his entry on the even-numbered lots, whatever its value may be. We have carefully guarded the right of the immigrant, and even under the most sanguine view as to the rush of population into that country during the next few years, there will not be any lack of good land in the vicinity of railways; and before colonization and other societies—which I am happy to say have been established in very large numbers and are offering large sums of money for tracts of land—can commence to bring in immigrants, each immigrant must have made up his mind that it is better he should pay those colonization companies for the land he requires rather than he should take the land for nothing in the vicinity of the railway. While we have thus protected the actual settler for years and years, if the present policy