

HOUSE OF COMMONS

Thursday, December 5, 1867

The Speaker took the Chair at three o'clock.

GRAND TRUNK BILL

Hon. Mr. Cartier reported from the Railway Committee the Bill to amend the Grand Trunk Arrangements Act of 1862 with amendments.

PRINTING COMMITTEE REPORT

Mr. Mackenzie moved the adoption of the third report of the Printing Committee, recommending a scheme of distributing the printed documents of the House.—Carried.

HUDSON'S BAY COMPANY

Hon. Mr. Langevin brought down a supplementary return to the address for papers relating to the Hudson's Bay Territory.

CIVIL SERVICE BUILDING SOCIETY

On motion of Sir John A. Macdonald the Bill respecting the Civil Service Building and Savings Society, was read a second time and referred to the Private Bills Committee.

THE NORTH-WEST TERRITORY

The House then resumed the adjourned debate on the resolutions for the incorporation of Rupert's Land and the North-West Territory with Canada.

Mr. Thompson, (N. Ontario,) who asked the indulgence of the House on the first occasion of his addressing them, considered the question as one of vast importance, and one which should occupy their most careful attention. He looked forward to seeing this Dominion rise to one of vast importance in the scale of nations, and had no doubt, but that every member of the House must regard with favour the prospect of its extension to the Pacific shores. The question to be considered was the best mode of this extension, and whether this was most certainly to be reached by proceedings based upon the present resolutions. Above everything it was

desirable that unanimity of feeling should prevail amongst us, and that honourable gentlemen from the Maritime Provinces should act in concert with ourselves. We should show them that it is the interests of the whole Dominion that we have at heart, and not the aggrandizement of either east or west separately, and he regretted that this conviction was not gaining greater ground. The Intercolonial Railroad, to be constructed at so large an expense, was a work of paramount importance, as connecting us closely with these Provinces, but this connection could be best maintained, not by the influence of the iron horse alone, but by a pervading knowledge of our identity of interests. For the advantage to be derived from the Intercolonial Road, they of the west were paying perhaps extravagantly. These advantages to them were in the access provided to the seaboard, but the chief benefit must be reaped by the Lower Provinces, as it was in the places of outlet for trade that cities were accustomed to spring up. Of this benefit Ontario and Quebec were willing to pay the greater share of the cost, and this willingness, even more than the road itself, should serve as a bond of union among them. But, although it were conceded that an extension of the Dominion westward were altogether desirable, the question remained whether the present was the most opportune time to engage in such an enterprise, the details of which were as yet imperfectly understood. It was only by the encouragement of immigration to fill up these wilds that we could hope to make them valuable, and we had immediately adjoining us the territory of the United States, which could afford many superior inducements for settlement. The preservation of British Government and of British institutions would, however, weigh with Englishmen in favour of our own possessions. To such people it would be an injustice to bring them from the east to be confronted with so powerful a body as the Hudson's Bay Company, and to be settled on lands to which we held no clear title. At some future time, when the true financial position of the country had been ascertained, we might look to the acquisition of this property. Meanwhile the establishment of our prosperity was not dependent