

of our territory. I should like to know who were the men who mismanaged our affairs in such a way as to cause what ought to have been a friendly exchange to be one stained with bloodshed and rebellion. I say that those hon. gentlemen from the time they took possession of that territory till they left office in 1873 had this claim to our consideration; that they blundered at every imaginable point in connection with the North-West Territory, and blundered not least, but most of all, in that most absurd bargain which they made in 1871 whereby they bound themselves to the hopeless project of constructing a railroad across the continent by 1881. The members of the Liberal party never in the slightest degree opposed—and the hon. gentleman knows it well—any expenditure in the slightest degree within the means of the people of Canada for the purpose of opening up communication with the North-West. What they did oppose was the blundering of hon. gentlemen opposite, the trifling with the resources of Canada, and the wantonly throwing away of many millions for objects and purposes in no degree connected with the opening up of the North West Territory. And it was from the effect of those blunders, of that mismanagement, of that legacy of trouble and mistakes which those hon. gentlemen have left behind them, that my hon. friend beside me found himself very greatly embarrassed in dealing with that question, was obliged to make concessions, which, as he stated at the time, were made simply and solely, because we were obliged by the conduct of those hon. gentlemen to make them, although we knew they were straining and overburdening the resources of the country intolerably. I fear those hon. gentlemen are blundering still as badly as ever before. They succeeded in doing nothing for the opening of the North-West, beyond what my hon. friend had done, for three years after they had taken office. Nothing was done by them. All that they have done, as my hon. friend has truly said, was to carry out certain contracts which he had made, was to perform certain portions of work which he had already set on foot. But they have done much to throw away all the good fruits which were ready to drop into the lap of the people of Canada. They have succeeded in most needlessly creating new monopolies, having very burdensome privileges to be paid for at the cost and expense of the people of Canada. They have flung away deliberately, openly in the face of this House, in the face of the country, many millions of acres of the most valuable land and many millions of the people's money, and have done that when there were many—with all respect to my friends of the Syndicate—as capable, as ready to do all that would have been of the slightest value to the people of Canada that these gentlemen are doing. In addition, they have, besides creating those monopolies, besides granting those exemptions, besides throwing away all the money and land I have spoken of, further enormously impeded the proper settlement and development of the North-West by their outrageous fiscal policy, which adds enormously to the cost of all the articles required by settlers whether from Old Canada or from the Old World. What they have done has been purely mischievous. The resources of the country are so great, that I believe they will largely overcome the mischievous fruits of their policy. But although I believe the Syndicate have pushed their works with vigor, and so far are doing good work, the hon. Minister of Railways and his colleagues have done literally nothing. All they did was to lay down a certain number of miles of road, so badly located and constructed that the only thing to be done by the Syndicate was to pull up the rails and alter the location at the cost of many hundred of thousands of dollars to the people of this country. I believe the course of their policy in a very few years will not merely prove the wisdom and foresight dis-

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played by the Opposition in resisting it last year, but that it will provide troubles for coming generations, of the most serious kind. As soon as Manitoba becomes filled up, as soon as the people begin to feel what sort of a yoke these gentlemen have subjected them to, either those restrictions will have to be removed, or the people of Canada will, in all human probability, lose the North-West for which such sacrifices are being made. And if the people of Canada, being warned, do not heed that warning, and exert themselves to break down those monopolies, to get rid of those chains which they never ought to have allowed to be imposed—and to do them justice they were imposed behind their backs—because those things were done without the slightest knowledge of the people, no man at the last elections ever dreamt that such terms would be granted the Syndicate. If the people of Canada do not do that they will deserve to lose the North-West by reason of apathy, and supineness and indifference to the commonest principles of liberty and freedom. I would like to know who it was that made approach to the North-West country possible? To whom are we indebted for the possibility of that progress which, I rejoice to see, is going on from one end of the North-West to the other? There were two persons who, by dint of their energy and determination did a very great deal, did as much as individuals could, to make access to the North-West possible, and thereby to enable all this tide of immigration to flow into it. One of these gentlemen is my hon. friend the member for Lambton. Through good report and ill-report, at a time when the state of our finances might well have excused him for hesitation—and, as I said before, there was no man in a better position to know than I myself. I can bear witness that my hon. friend never flinched, never hesitated, but always in Council, in Parliament and elsewhere, avowed his determination, so long as Canada was able to find the means to do it, to go on and open up that country. He expended, as the House knows, many millions in the early construction of the road, from Thunder Bay to Selkirk, which is one necessary avenue of approach to that country, and he did it in spite of many severe attacks, which, if not made by the hon. gentleman immediately opposite, were made by many of his followers. We have not forgotten that my hon. friend was often told, and I think by a member of this Government, that he had no business to expend public money in attempting to construct a road of 400 miles through that region. The other gentleman was a man who is now engaged in carrying on the Canadian Pacific Railway, my friend Mr. Donald Smith. It was largely due to his energy and enterprise that communication with the American system of railways was obtained. I need not tell the House what sort of a reception that hon. gentleman's efforts met with two or three years ago, from the hon. Minister of Railways and his colleagues, and the opposition which was made to the proposition to give him and his friends a short lease of the Pembina branch, which was a necessary portion, no doubt, of the railway scheme they were then engaged in carrying through. Need I remind the House of the torrent of abuse that was more than once poured on the devoted head of that hon. gentleman by the very men who are now, in their own despair, obliged to crouch as supplicants before them, in order to get them to relieve the Government of the consequences of their own incapacity. These gentlemen dare to talk to us of tenders. Was there a man in Canada, in England, in the whole civilized world, who ever dreamt that it would be possible in the year 1881, to find a Government so blind and deaf to all the lessons of civilization and to the knowledge of everything that had been passing on the other side of the border, as to deliberately propose to put a country comprising one-half of a continent under the absolute power and under the abso-