

paragraphs in the Address relating to the North-West—five or six. In some of those I also concur. I agree in the sound policy pursued with reference to the Indians. It was, I think, a wise course to pursue—to secure a treaty with the Indians east of the Rocky Mountains. Undoubtedly the treaties will involve a large expenditure for land which will not be settled for years to come, and no doubt for a long time hundreds of thousands of dollars will figure in our estimates for the territory acquired by these treaties; but that will be a less onerous burden than might have followed any other course. Any other policy might have produced misconstruction and ill-feeling, and possibly feuds with the various tribes whose lands had not been negotiated for. Of course, when the several tribes west of Manitoba, with whom treaties had been made, received their presents and gratifications, it would have excited in those with whom no treaty had been made great irritation, and I think it was prudent, even at the large expense which this will involve to extinguish the Indian title to all the lands east to the Rocky Mountains. It is, undoubtedly true, as stated by the hon. gentleman from St. John, that Great Britain has succeeded in dealing with the Indians in a more peaceful and useful way to them and to us than any other country. I think they owe that very much to the sway which was for so many years held in the North-West by the Hudson Bay Company. It was in their footsteps that the Crown followed in the treatment of the Indians in that part of the country. The treatment which the Aborigines received in this part of Canada was equally fair, and is to be attributed to the honorable dispositions of the officers of the Crown at the time the English people came to this part of the country, and the course pursued by their successors since. At the same time, I do not think we can claim for ourselves all the merit which the hon. gentleman from St. John is desirous of doing. I believe our neighbors have greater difficulties in dealing with their Indian tribes than we have. We have much larger unoccupied territories, and settlement is not proceeding so rapidly in this country as in the United States. I think in congratulating ourselves (and we may fairly do so) on the manner in

*Hon. Mr. Campbell.*

which we are dealing with the Indians, we must remember that the United States have other and greater difficulties to contend with than we have. I pass over the paragraphs relating to Sitting Bull, and would direct attention to that which speaks of the completion of the Pacific Railway survey, the opening up of communication with the North-West, and the enactment of a Homestead and other laws there. I hope that the communication with the North-West is being opened up, and that this is a sound reason why we should pass such bills as are proposed; but I confess that the course which is being pursued by the Government with reference to the opening up of communication with the North-West Territories is to me a mystery. There were two means of access to be opened up, one was by way of Pembina through the United States, and the other from Thunder Bay to Red River, through our own country. By neither of these routes does it seem to me that the Government is making exertions which promise any immediate result. It is true that large contracts are going on upon the second route to which I have referred, between Fort William and Winnipeg, and we may, perhaps, receive, during the session, from the hon. gentleman, the Secretary of State, full information upon that point, and also when it is expected that through communication will be possible by means of that route. With reference to the other route, delays have occurred, which seem to me to certainly demand explanation—I was going to say which seem inexplicable,—but certainly they demand explanation. There is a distance of sixty miles between Winnipeg and the frontier, over which the rails might have been laid three or four years ago. The rails are there and ready to be used. The excuse given has been that there was no railway to the south of it with which it could connect. That, indeed, is a very serious drawback; still, the laying of the rails, which are there, on the surface of the track, which is ready for them, would have given to the people of Manitoba sixty additional miles of rail, which would have saved them a very large sum in transportation during the last three or four years. I am glad to see my hon. friend from Manitoba here, and I speak in his presence, and subject to correction, when I say that had those rails