

action of the province of Manitoba itself without legislation in this parliament then it is so much the better and we hope that will prove to be the case, but the grievance I have always contended from the outset of this complication is limited to that portion of the province of Manitoba that was populated in 1869 when it became part of the Dominion of Canada and in that locality where those schools were already established where they were maintained by their own finances and their own free will without being taxed for any other purpose at all, it became a grievance if they have to maintain those schools still and still to pay taxes to another school that they do not wish to send their children to. Where those schools were originally established there I say a grievance can fairly be shown. Beyond those limits it is merely the withdrawal of a privilege which had no existence prior to the transfer, a privilege which is withheld from other denominations. Any grievance that is established it is the right of the Dominion parliament to remove, not at the expense of the province of Manitoba, not by altering or interfering with the constitutional laws constitutionally passed by the provincial government, but by the action of this government within its powers, according to parliament's idea of justice. That is the position I have always regarded the school question to be in, but as I said before if the question is settled without reference to parliament, it will be much more in accordance with the spirit of our constitution. I move the adjournment of the debate.

The motion was agreed to.

The Senate adjourned.

THE SENATE.

Ottawa, Friday, August 28th, 1896.

The SPEAKER took the Chair at Three O'clock.

Prayers and routine proceedings.

THE ADDRESS.

THE DEBATE CONTINUED.

The Order of the Day being called :

Resuming the further adjourned debate on the consideration of His Excellency the Governor

General's Speech, on the opening of the First Session of the Eighth Parliament.

Hon. Mr. BOULTON—Hon. gentlemen, one of the subjects, I think, that has interested the people of Canada and the late government, and, I have no doubt, will interest the present government, is the question of the settlement of that enormous vacant country that lies west of Lake Superior, that country that is ready for the plough, that is capable of producing largely and has great capacities generally ; in fact, it is described as the backbone of Canada, and I claim that it is not improperly described as such. That the increase of population there has been disappointing is, I think, unquestionable. Although stimulated by large grants for emigration purposes from one year to another, and large railway developments, yet the increase in the population, as each succeeding census comes round in the province of Manitoba every five years has been disappointing, and I desire to say a few words with regard to my ideas after 17 years' experience living in the interior of that country, some 275 miles from Winnipeg, 1,600 miles from the city of Ottawa, and in a district that has to transport all its produce to find a place in the markets of the world and pay heavy freight rates. The efforts that have been put forth in our railway development by the late government I think have to a certain extent proved a failure in so far as the assistance to settlement is concerned, in so far as the assistance to the people who reside in that country is concerned. That they have met with marked success in building the Canadian Pacific Railway across the continent and other public enterprises is undoubted, but the bonuses and land grants that were given to supplement, or rather to induce the construction of these lines, have been given in that way that they have failed to produce an effect upon the lowering of rates of transport all over the country. They have stimulated the construction of these lines, I have no doubt, but that they have produced that effect which they should have produced in lowering rates for the transport from that western country is not apparent, and I think have proved a failure. Our rates are exceedingly heavy and the popular idea is that the cost of transport is very great, and of course the cost of running the line is very great, yet if the Canadian Pacific Railway will look into their rates, which they have