

has driven enormous numbers of our people from our own territory to seek homes in a foreign country. Now, Sir, the hon. gentleman asks why the people of Manitoba should be dissatisfied. Well, Sir, I say this—that the people of Manitoba are dissatisfied, and justly dissatisfied, because, in the first place, the common rights of freemen have been taken from them and trampled upon. The hon. gentleman knows perfectly well that no such gross or unfair interference as that perpetrated by the present Government, by the exercise of their veto power, has been put in force against any Province in this Dominion, save the Province of Manitoba alone. Moreover, that was a distinct breach of promise. The Canadian Pacific Railway contract was passed through this House on the distinct pledge, made by the hon. gentleman and by his leader, that Manitoba could not and should not, and that Ontario could not and should not, be interfered with; and you have only to look at the speeches delivered during that debate to see that many gentlemen who supported and defended the monopoly then enacted, did so on the ground that it would still be in the power of the Province of Manitoba to construct its own lines of railway wherever it pleased, within its own limits. Sir, the hon. gentleman laughs at the increased duty levied on agricultural implements: and he has the supreme audacity to tell intelligent men in this House that agricultural implements are none the dearer for a duty of 35 per cent. Well, Sir, to such arguments no answer is possible, I admit. The men who believe them, or pretend to believe them, are below or beyond all argument by any intelligent being. Sir, I will take the case of southern Manitoba. Settlement began there in 1878, and no thanks to the hon. gentleman. It began the moment the line of the St. Paul and Manitoba Railway had approached that country. Thousands of the very best settlers in the world were borne in there. They made but one request from this Government—they asked leave at their own cost to build their own line of railway there, and the hon. gentleman knows that they were refused. The Government that refused that simple right to these men took upon themselves the bounden duty of causing them to be supplied, at the earliest moment, with railway facilities. What have that Government done? Five or six years have elapsed since that time, and the hon. gentleman knows that up to this moment, those people, to whom he refused that simple right, are deprived of all railway facilities whatever. He knows that the Government have not taken any steps to give them those facilities. They have promised to do this and to do that; but all they did was to foster an intrigue, by which the Canada Pacific Railway Company got possession of a rival line; and these people are left to-day, and will perhaps be left for years longer, without the slightest railway facility, in spite of all the Government had promised them. What do we find? We find that the very moment that they attempted to approach this territory over the Canadian Pacific Railway line itself, just so soon as a few hundred of families had got in, the Government, by the quintessence of stupid folly withdrew those lands from settlement; and during the eighteen months in which those families were going through those lands to Dakota, those lands were locked up by a telegram from Ottawa. For all those men who have been lost to Canada—and their number is to be estimated by thousands, if not by tens of thousands—the present Government, by its deliberate misconduct, is directly responsible. The hon. gentleman took upon himself to draw a comparison between the policy of my hon. friend from East York and his own. I say that my hon. friend (Mr. Mackenzie), in one year, did far more good work than the hon. gentleman has done in his whole five years of office. What did the hon. gentleman do in the two years before that road came into the possession of the Canadian Pacific Railway. He laid down about a paltry hundred miles of road, so badly engineered and laid out that the first

Sir RICHARD CARTWRIGHT.

thing the Canadian Pacific Railway engineers did was to tear up the rails and throw all his work to the wind. When he talks of the condition of the city of Winnipeg and of its being deprived of roads, I tell him this, that the moment the road was constructed from Port Arthur to the Red River, had the city then been allowed to use its own resources in the construction of roads to the south-west and to the west, as was provided in the plan laid down by the hon. member for Bothwell, the city of Winnipeg would have made a solid, substantial and far greater growth, great as its growth has been, than it has made; its progress would now be more solid and substantial. If the hon. gentleman knew as much about the city of Winnipeg to-day as he says he did two or three years ago, he would know that its position is now far worse than it would have been if the people of Manitoba had been allowed to construct the road out of their own resources, after the 460 miles between Winnipeg and Lake Superior had been bridged over by the road constructed by the Government. My hon. friend (Mr. Mackenzie) did make a connection with a road to the American frontier, and, until a very few months ago, that road was the only mode of access to Manitoba, and he knows well that no exertion that man could make was spared by my hon. friend from East York, in endeavouring to open up Manitoba. Of course, until railway communication was had with the United States, it was utterly impossible to bring in immigrants in any number; and when the hon. gentleman has recourse to that most unworthy subterfuge of asserting that I declared the lands in Manitoba were not worth 25 cents an acre, he knows that what I said was that the land there had no value until railway communication was given to that country, and that therefore I could not recommend my colleagues to take back the land Mr. Foster was to receive, at any price. I simply stated the fact that you could not put any value on the land until the railway was built; and it was for the purpose of giving value to these lands that my hon. friend from East York spent the millions he did, contrary to the advice of hon. gentlemen opposite, in the attempt to open, at the earliest possible date, communication between the Red River and Prince Arthur's Landing, and thus give value to those lands. It is no doubt true that the Canadian Pacific Railway have displayed vigour in pushing on the construction of that road, and no wonder that they should, considering the amount of subsidy they have received recently; but a very few years, perhaps few months, will show the country that no man were more thoroughly justified than the present Opposition in denouncing the monstrous imbecility which has marked the whole action of the present Government in connection with the Canadian Pacific Railway Company. If any hon. gentleman wants a proof of that, he will find it, no doubt, in the Resolutions which will be presently brought down, and which were promised the followers of the Government as an inducement to support the last measure which the Government put before this House for the benefit of the Canadian Pacific Railway. I am not going, particularly as the hon. First Minister is not in the House, to take up the time of the House in discussing the administration of the lands in Manitoba, but will simply say that there is no instance on record in which the patrimony of the people has been so squandered, has been administered with so little regard to the interests of the people and so much for the purpose of making political capital and of rewarding political partisans, as during the last few years, by the late and present Minister of the Interior. I say that, so far from the hon. gentleman being justified in declaiming, as he has declaimed, about all that his Government have done for the benefit of Manitoba, and in censuring the people of Manitoba, or those of them who have dared to assert their rights as freemen, in remonstrating against the acts of the Government, Manitoba, on the whole, has been very patient under unjust and unmerited injury; and although I admit it is very undesirable, indeed, that the people of Manitoba should