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settlers within the forty mile belt to take up homesteads by paying \$1 an acre cash, and by payment of such other and further sum as the Government might choose to exact. It need hardly be said that settlers stayed away. Those were the regulations which existed with regard to the settlement of Manitoba and the North-West until 1878, when the Government of Mr. Mackenzie was overthrown, at the last general elections, and the present administration came into power. I mention these facts because they are pertinent to the subject which I rose to discuss—pertinent to the attacks which have been made constantly on the land policy of the present Government, as if there had been more liberal regulations in the policy of the Government which preceded it. In 1878 the overthrow of the Mackenzie administration occasioned a change of policy in the North-West, by which the country was thrown open to settlers on the most favorable terms. In 1880, Parliament agreed to reserve 100,000,000 acres of land for building the Canadian Pacific Railway. The gentlemen who were then leading the Opposition stated that it was a perfectly futile thing to attempt to build the Canadian Pacific Railway by any such reservation. They said, "you might as well try to build it with \$10 as with 100,000,000 acres of land," and the two leaders of the Opposition decried the North-West, and spoke of it as a country with an inhospitable climate where settlers would have to endure great privations. One of them drew a contrast between the condition of the settler there and that of the settler in Kansas, so greatly in favor of the latter that it is quoted by the Kansas land agents with the hon. gentleman's portrait as a frontispiece, while the other made an almost equally eloquent appeal in favor of Texas. I mention these circumstances to show that there has been a disposition from the first, on the part of our opponents, to thwart and impede the progress of settlement in the North-West, which has been especially manifested since the present Government came in. After passing the Tariff Act the next subject that engaged the attention of the Minister was the construction of the Canadian Pacific Railway. I shall not recount the steps which were taken; suffice it to say that every movement of the Government in

respect of the construction of the Canadian Pacific Railway met with the bitterest opposition. The condition of the country was studiously misrepresented, and its ability to undertake the work denied. The finances of the country, we were told, were not adequate to the burden that would be thrown upon it, and Mr. Mackenzie himself, on the floor of the House, stated that notwithstanding the enormously liberal terms which he had offered—20,000 acres of land and \$10,000 a mile of subsidy—and another and further sum of four per cent, on such sum, as the contractor might offer, although he was zealously assisted by Sir John Rose and Mr. Sanford Fleming in England, he had never been able to get a single bid. His terms involved 55,000,000 acres of land, and nearly fifty millions of dollars in cash subsidies, according to the proposition made by the late Mr. Foster, on a four per cent. basis, for the Georgian Bay Branch. We succeeded in making a contract for the building of the Canadian Pacific Railway upon much more favorable terms. We have constantly been attacked for having endeavored to guard that contract in such a way as to bring the traffic of the North-West down to the older provinces which furnished the money for the purpose of constructing the Railway. It was the policy of this Government that there should be a continuous line round the north shore of the lakes which should bring traffic to Ontario, Quebec and the Maritime Provinces. That policy has also been attacked constantly, from first to last. It was a necessary part of that policy that railways running southward into the States should not be permitted to tap the line west of Lake Superior. That has been charged as a grinding monopoly upon the people of the North-West, but could the late Government, if the line had been constructed as a Government work, have done otherwise? Would they have permitted the traffic to be diverted? Mr. Mackenzie's refusal to give up control of the Pembina Branch answers these questions. The continuation of attacks such as I have indicated have had the most serious effect upon the prosperity of that part of the Dominion. Every device that could be contrived to prejudice the minds of settlers and of intending settlers has been resorted to for the purpose of hindering the development of the country, by embarrass-