

of the scattered settlements, afford precision and despatch to postal communication, and lay the foundation of four new provinces, a new constellation in our Dominion firmament. It is an assurance of the utmost importance, which His Excellency's intercourse with the Indian tribes of the North-West enables him to express, that they maintain an undiminished confidence in the kindness, justice and good faith which has always characterized British policy and British administration of Indian affairs. That they are suffering from an inadequate supply of food is a matter of deep regret, and I am sure, Mr. Speaker, that the House will cheerfully support the Government in any measures of relief, already undertaken or to be submitted for the consideration of Parliament. They cannot be allowed to starve, for the experience of the United States proves that it is far cheaper, apart from all humane considerations, to feed them, than adopt the only alternative and fight them, in consequence of depredations they would be driven in their extremity to commit on the settler. The House and country may well rejoice to learn that the present Administration have met with a fair measure of success in their policy of domesticating and civilizing the Indian by teaching him all the useful arts of social life. The effort being made to teach the Indians to cultivate the soil, and thus provide their own food and become self dependent—at the same time that they are taught all the mechanical arts which are connected with agriculture—will have the effect of not only relieving the exchequer, but will in the end, it is to be hoped, increase our productive classes and thus add to the wealth of the State. Moreover, the fact of occupation being given to these numerous tribes in the cultivation of the soil and in pastoral pursuits will check their migratory habits and warlike instincts, and tend to make them peaceful and useful citizens, and render them more susceptible to the christianizing influences of the missionary. The country will thus be relieved of possible enemies, and the settler afforded security and peace, and the great duty accomplished of improving the condition of these simple hearted and justice-loving red men of the forest and the great interests of settlement promoted. This policy is a new departure by the right hon. the Minister of the Interior from that pursued in the older Provinces, where the Indians have been allowed to pursue their own inclinations and to assume a position dependent upon the Government rather than on their own exertions. The following statistics show the progress made at the Farming Agencies among the Indians:—

No. of Acres under crop, 1880	1,815
“ “ “ “ 1881	3,491
“ “ fenced “	4,716
Hay cut “	2,873 Tons
Wheat produced “	4,471 Bush.
Oats “	4,377 “
Barley “	8,898 “
Potatoes “	18,631 “
Turnips “	19,775 “

There has been erected 600 dwellings of various kinds, besides barns, stables, root houses, &c., &c. The rapidly extending settlements have rendered necessary the strengthening of the force of Mounted Police. That it has been promptly done gives us additional proof of the prudence and vigilance of the Government. This force has rendered valuable service generally in promoting law and order in the out-posts of our advance into the new territories, and especially in the suppression of the liquor traffic. Prior to the establishment of this force there was no observance of the law prohibiting the introduction of intoxicants into the Territories. Had this continued, the result must have been the utter demoralization of many of the Indian tribes, and doubtless a costly Indian war. The several references in the Speech from the Throne to the rapid and extensive progress made in the construction of the Pacific Railway, will prove a most gratifying announcement to the country,

as it has been to the House. The rapid prosecution of the work on all sections, the astonishing vigor and enterprise displayed, and the undoubted liberality of the Syndicate in its land arrangements, have challenged the admiration of the country and also of observant minds among our neighbors. On this subject the *New York Times* says:

“The Canadian Pacific Railway Company have had the wisdom to see that their royal road to success lies in the cultivation of their land rather than in any attempt to dispose of their land grant at a high price, and they are consequently selling arable land, worth, according to experts, from \$5 to \$10 per acre, as wheat lands, at \$2.50 per acre, with a rebate of one-half the purchase money for all land brought into cultivation and settled upon within four years. This judicious policy is already bearing fruit by attracting from Ontario and from some of our Western States, as well as from Europe, a class of farmers, the produce of whose labor will afford an ample transit business for the great Canadian line.”

The important announcement which they have recently authorized, that they hope to complete the entire line in five years, is in a fair prospect of realization. How marvellous the change, Mr. Speaker, in the position and views of the country in relation to the Pacific Railway since it was first mooted as one of the terms upon which British Columbia was admitted to the Confederation. What a transformation has come over the prospects of the railway and the great North-West. I recall the effect of the discussion. It created grave apprehensions in my own mind. The Government was denounced by the Opposition in the strongest terms for undertaking to build the railway, and especially for substituting a railway for a stage coach road. To show how far short they were from grasping the great possibilities, the great latent resources of the North-West and the great future before this grand Pacific Railway, I have culled a few extracts from the speeches made against the railway when the British Columbia terms were under discussion:

“It would involve the country in ruin.”

“The scheme was an insane project, and sane men could not seriously think of it.”

“A commercial absurdity.”

“It would involve the country in a vast expenditure from which it could derive no possible benefit.”

“With mercury descending sometimes in winter to 50 degrees below zero it was impossible a railway could have a paying winter traffic.”

“There being no population far west, capitalists had no inducements to enter upon the work.”

In spite of these efforts to dismay the Government they had the courage of their convictions—they had the faith and prescience of statesmen in this great project, and the result is that today it is almost within our grasp. It is to be completed in five years. It is gratifying to observe that the great work of the enlargement of the Welland Canal is so far advanced towards completion as to be available for traffic. It is a matter of great advantage to our commercial interests and carrying trade to enjoy so largely improved facilities for transporting the increasing volume of the cereal and other products of the Western States and our own rapidly-developing North West, which may now be conveyed in vessels of several times greater capacity than could pass through the old canal. This will cheapen transport, and give much greater volume, it is confidently believed, to our export trade. It is a most gratifying and important announcement that the Government have succeeded in establishing, under authority of Parliament, a monthly line of steamers with Brazil, and it is to be hoped a like success will follow the negotiations now pending with France and Spain, thus opening large additional foreign markets for our produce and manufactures. The House will, I am sure, peruse with great interest the report of the Royal Commission issued to enquire into the best means of promoting the comfort and well-being of our working classes and their families. Doubtless important legislation will grow out of these investigations and good work accomplished in the direction of ameliorating and improving the conditions of