

This resolution was singularly ill-timed; for, as I have said, to have accepted this amendment of the Opposition at that time would have been to make such grant of lands illusory, because we would have made it impossible for the company to negotiate a single land grant bond. But now that the condition of the company is completely changed, and that experience has convinced business men that the financial assistance derived from these lands cannot be immediate, we have applied the principle enunciated by the Conservatives in 1879, and re-affirmed by the Liberals in 1881: that it is possible and necessary to reconcile the encouragement given to the Canadian Pacific Railway with the development of colonisation. We do not desire the company to make a fortune with these lands, by laying them aside to sell them in ten or twenty years; we intend that they aid immediately in the construction of the railway. It is not in our power to force capitalists to advance their money on that security, —the only alternative for us, who know the value of the property offered, would be to take their place. In doing this, we would not lose a cent; we risk nothing, and we would contribute to the development of the North-West. It is possible that my expectations will not be shared by several members of the other side of this House, and, amongst others, by the hon. leader of the Opposition, who has already put on record in the *Hansard* his views upon the development on the North-West, and as these views have not been uniform, and that he may select those opinions which will best suit him, to oppose this plan, I will anticipate his wishes, by recalling them for the benefit of this House. On opening the *Hansard*, at page 1055, of the year 1880, I find, on 5th April, the following:—

“Sir JOHN A. MACDONALD. It is believed from the best information we can get that 20,000 people went into the North-West last year.

“Hon. Mr. BLAKE. There was not more than one tenth of that number.

“Sir JOHN A. MACDONALD. If we are to judge from reports, we may rely upon it that 50,000 will go this year, but let us put the number at 25,000 (this year). I would ask the hon. member for Lambton if he does not really believe that sum—

“Hon. Mr. MACKENZIE. I will tell him that I do not believe so, nor do I believe that 20,000 went in last year. I think a large number will go, but not the number stated.

“Sir JOHN A. MACDONALD. Then the hon. gentleman is the first person that I have heard, say that 25,000 was not altogether too small an estimate. That number, of course, includes the baby as well as the adult. In ordinary cases the estimate is the average family number, five. If you take four to a family, we estimate that of the 25,000 or 24,000 that go there 5,000 will be heads of families, occupying homestead and pre-emption claims.”

Subsequent events have proved that the leader of the Government was correct, and as I have already shown on another point, that the prophecies of the Opposition with reference to the Canadian Pacific Railway were particularly unfortunate. I often wonder if there is ever a time when the Liberal party is sincere in regard to this question. Is it when it opposes, not the Government, but the Canadian Pacific policy itself? or when it pretends to defend the principle of the construction of the Pacific? For, in the same Session of 1880, only a month later, when the Government proposed to put aside 100,000,000 acres of land, and to build the Canadian Pacific with the proceeds of the sales, we find this motion in the journal of the House for the sitting of 5th May:

“The Hon. Mr. Blake proposed that the sales of railway lands shall be on condition of actual settlement.”

According to the arrangement accepted by the Mackenzie Government, of which the present hon. leader of the Opposition was a member, Canada was committed to the construction of the Canadian Pacific, at any rate, from Port Arthur to Port Moody, by 1890. In the year 1880, therefore, there remained ten years for the completion of the work; and at the time that the House was deciding to complete the work only with the proceeds of the lands, the price of which was fixed at \$1 per acre, the hon. member

for Durham desired that the Government should stipulate that sales of these lands should be made only in favor of immigrants who would settle upon them at once. As it would have been necessary to sell nearly 80,000,000 acres of land at \$1, to realise the desired amount, it was consequently requisite that the North-West should receive not less the 50,000 families per annum, at the rate of 160 acres per head of families. I will not do the hon. leader of the Opposition the injustice of believing that he wished to break a solemn covenant entered into by the Dominion of Canada, or even to evade the law, which provided that the work should be carried on as vigorously as possible, in order to keep faith with British Columbia. He was, therefore, from his point of view, favorable to the construction of the Canadian Pacific, and if he wished that actual settlement alone should supply the source of revenue which the country would have at its disposal for the completion of that enterprise, it was because he was convinced that his plan was feasible, and that there would be an annual influx into the North-West of 50,000 families, paying cash for their pre-emption lots. Upon that particular occasion, I presume, he adopted the opinion expressed by him on the 5th March 1875, which is entirely at variance with that I mentioned a moment since. In 1875, I should have been of his opinion, when he said:

“You cannot hope to force immigration into a country beyond a certain point. You should look at the experience of the western States, at a recent date, where the railways had spread most rapidly, and with respect to the State nearest our North-West Territories, you will observe that, even with their wonderful progress, they have not made any such extraordinary progress as that which the hon. member for Northumberland has vaguely pictured as that which should take place in the North-West. I hope, Sir, that we shall see a degree of progress and settlement greater, in this country, than that which has been shown in the States at any recent period. I aim at surpassing the rapidity with which their territories were established.”

Mr. Speaker, I will not go so far as the hon. member, when he takes the view that 50,000 families would be required yearly; I would content myself with a small proportion of those expectations. If it were found that in order to dispose of 21,000,000 acres of land in ten years, only 13,000 families would be needed, no one could find fault with our calculations. And if one-half of these families should take two lots each, 8,625 families per annum would be sufficient—say, about 35,000 souls to complete the sale of these lands, and to that we may assuredly look forward—in view of the figures I have given for past years. I have alluded to the sale of these lands at \$1 an acre; my own personal opinion would unhesitatingly be in favor of a regular sale at \$1.50 per acre. It is natural that these lands should be more sought for than others, on account of there being situated, for the most part, along the line of the railway. If the Canadian Pacific were obliged to sell these lands at a higher price, to cover any considerable deficit, as the American lines have to do, it would be necessary to submit to such a state of things, but settlement would be thereby retarded. Such a monopoly is not to be feared to-day. The Government takes back the control it gave up. If we sell these lands at \$1.50 per acre, without doing an injustice to the Pacific, let us do so. What is wanted is population. The day when there are 200,000 more whites in the North-West there will be no need to spend millions in protecting ourselves against the Indians. Immigration will be the safeguard of the Territory. When the construction of the Northern Pacific was undertaken the engineers were accompanied by regiments of the United States army. From the 20th of July to the 22nd of November, 1872, for instance, Mr. Hayden, one of the engineers, had to be protected by 400 soldiers, who were in constant conflict with the Indians in the Yellowstone valley. In 1873 it became necessary to increase that force to 1,700 men. In 1876 the Custer massacre occurred, on the meridian of Battleford, between Rosebud and Bighorn, on the Northern