

Canadian Pacific Railway, with a view of connecting British Columbia with the other Provinces to which it was politically attached, and of opening up the new possessions of the Dominion. The Government I think claim that they acquired through the Indian treaties and through the title of the Hudson Bay Company the full ownership of that great country. They afterwards set off by legislation the Province of Manitoba, and there being some doubt whether it was within the powers of the Government of Canada to do so, a special Act of the Imperial Parliament was obtained for the purpose of ratifying the arrangement and of authorizing the Government to establish other Provinces in the North-West. In pursuance of the agreement with British Columbia, the Government attempted to build the Canadian Pacific Railway. We are all familiar with the circumstances by which that first attempt was thwarted. In November 1873 the Government of Sir John Macdonald was overthrown, Mr. Mackenzie and his friends came into power, and Parliament was dissolved. The general elections were held in January 1874, and Parliament met in the following March. Within two or three weeks of the close of the session, the Hon. Mr. Mackenzie, Minister of Public Works, introduced a Bill to provide for the construction of the Canadian Pacific Railway. It was to be built either as a Government work or by contract. He made large appropriations of land and very liberal subsidies in money for the purpose, and proposed that there should be, in addition to the actual specific subsidies, such other and further sum as could be agreed upon with contractors on a twenty-five years subsidy at 4 per cent. interest. In connection with that scheme—and I want to call the attention of the Senate particularly to the fact Mr. Mackenzie's Government, by Order-in-Council, reserved a forty mile belt along the proposed line of the railway, and it was intended that the line should be built across the north end of Lake Manitoba out of the reach of the settlements then existing in Manitoba and of any which have since then grown up in that Province. There was a desire on the part of gentlemen then influential in shaping the policy of the country that the Canadian Pacific Railway should be a commercial rather

than a colonization road. We contended that the line should be primarily a colonization railway, or at all events should have the characteristics of such a railway as well as of a railway for strictly commercial purposes. It was clear that as the country was then, or is even now situated, it would be useless to build a railway for commercial purposes merely. However, it was intended by the late Government to make it subservient, in directness of line gradients and curves, as much as possible the purposes of commerce. The forty mile belt was strictly reserved; no settler was allowed to go there; he could not get possession of a homestead anywhere on the line. Such was the sympathy for him that he was excluded altogether. The indignation of the public with regard to that restriction was so great that after Mr. Mills was made Minister of the Interior he was compelled, on visiting the North-West, by the clamors of the people, to modify the illiberal policy and to open the lands to settlement. We hear constantly that the present Government has been tyrannical and that it has not favored the settler. What can be imagined more arbitrary than the policy of the late Government in wholly shutting up the country along the line?

HON. MR. POWER—These are not the explanations that the hon. gentleman proposed to give.

HON. MR. PLUMB—If the hon. gentleman rises to a question of order I will sit down.

HON. MR. POWER—I do rise to a point of order. The hon. gentleman, by the courtesy of this House, has risen for the purpose of confirming a statement that he made some time ago. Instead of producing evidence to sustain the truth of that statement he is making a speech on the general question of the railway policies of the two Governments.

THE SPEAKER—The hon. gentleman is not speaking on the question, but on a motion to adjourn, very great latitude is allowed.

HON. MR. PLUMB—The Minister, under strong pressure, consented to allow