

whom he felt so much interest as in those persons who are Canadians and who at least live on Canadian soil, the thought occurred to me, how much more truly does the sentiment he so eloquently expressed apply to the Canadians of French origin who have never known any other country, whose traditions, associations and every hope for the future are connected exclusively with Canada. Those who wish really to understand the meaning of patriotism, should listen to the French Canadians singing their national anthem, the opening words of which are: 'O Canada, mon pays, mes amours.'

I have heard it assigned as a reason to justify the active interest Ontario is taking in this question, that the present population of the Northwest is made up, in large part, of the overflow of the cradles of that province. That is true, but if we must be mindful of the present needs and of the future prosperity of those who have entered into the possession of that great heritage, where it is said that men may measure their plough furrows by the mile and then at the end look out over a sea of golden grain reaching out to the horizon, should be altogether unmindful of the religious convictions, the wishes and desires, aye, even the prejudices, of those men the heroism and enterprise of whose ancestors made the present possession of those lands by Canada possible. I am reminded here of what George Brown said during the federation debates when this question of the acquisition of the Northwest was being considered:

It has always appeared to me that the opening up of the Northwest ought to be one of the most cherished projects of my honourable friends from Lower Canada. During the discussion on the question for some years back I had occasion to dip deep in Northwest lore—into those singularly interesting narratives of life and travels in the Northwest in the olden time, and into the history of the struggles for commercial dominance in the great fur-bearing regions. And it has always struck me that the French Canadian people have cause to look back with pride to the bold and successful part they played in the adventures of those days. Nothing perhaps has tended more to create their present national character than the vigorous habits, the power of endurance, the aptitude for outdoor life, acquired in their prosecution of the Northwest fur trade. (Hear, hear.) Well may they look forward with anxiety to the realization of this part of our scheme, in confident hope that the great north-western traffic shall be once more opened up to the hardy French Canadian traders and voyageurs.

Who were the men who, in the long ago, sailed up the broad bosom of the mighty St. Lawrence, discovered Lake Superior, penetrated to the shores of Lake Winnipeg, explored the banks of the Saskatchewan, founded Fort La Corne, Fort Bourbon and Fort La Jonquière, and first stood within the shadow of the Rocky mountains?

Mr. FITZPATRICK.

I shall not pursue this matter further. Let me say that two great streams of race and descent met in Canada, and well may the world be challenged to point to a nobler lineage. Protestant England and Catholic France have been rivals on many fields, and throughout many ages, but taken together their record of achievement, whether in peace or war, entitles them to a front place among the nations of the earth. And let us not forget that each has given of its best and of its noblest blood to cement the nationhood of Canada. Providence has placed the two nations here, side by side, we must of necessity live together, and let us live in peace and work in harmony for the best interest of our common country.

A retrospective glance at the history previous to 1870, of that portion of Rupert's Land and of the Northwestern Territories for which we are now legislating may possibly enable us better to understand the position they now occupy and the nature and extent of our obligations towards the people of those lands. On May 22nd, 1870, a charter was granted incorporating 'The Governor and Company of Adventurers of England, trading with Hudson bay.' By this charter the company secured the sole trade and commerce of all those 'seas, straits, bays, rivers, lakes, creeks, and sounds in whatsoever latitude they might be that lay within the straits now called Hudson straits together with all the lands and territories upon the countries, coasts and confines of such seas, bays, &c., that were not then actually possessed by or granted to any of His Majesty's subjects or possessed by the subjects of any Christian prince or state.' The area covered by this grant has been frequently discussed, but it is not to my knowledge that the confines of the grant have ever been accurately defined. In addition to the grants to exclusive trade and to the soil, the entire legislative, judicial and executive power was vested in the company. And let me here observe that two French Canadian gentlemen, Messrs. Radisson and De Gros-eil, first discovered the overland communication between Canada and Hudson bay, and with these gentlemen originated the idea of the Hudson Bay Company. In 1749, an unsuccessful attempt was made in the imperial parliament to deprive the company of its character for non-user. The company had at that time four or five forts on the coast of Hudson bay, and in its service about 120 men. After the cession of Canada in 1763, numerous fur traders spread over the same country, and finally these individual speculators combined into the Northwest Fur Company of Montreal. I need not refer to the settlement effected in that country under the auspices of Lord Selkirk, but I would like to refer to the license granted in 1821 to the Hudson Bay Company and the Northwest Company, which two companies were then amalgamat-