

by the Minister of Railways, and we are expected, without possessing the documents, to reply to his statements. I have never known anything of the kind done before. The subjects dealt with in the Speech suggestive of future action, apart from the two or three measures promised for the amendment of existing laws, are those to which little or no exception would naturally be taken. The congratulations as to the harvest should be fervently responded to by the members of the Administration, because, if Providence had not been kind to them as well as to the country in sending them a plentiful harvest, their state at present would be one of complete paralysis.

MR. BABY: We helped Providence.

MR. MACKENZIE: An hon. Minister says they helped Providence; well, I am not at all surprised that they imagine themselves capable of doing even that. However, we on this side of the House will stick to Providence.

AN HON. MEMBER: But Providence will not stick to you.

MR. MACKENZIE: Providential action will be much more beneficial than any ministerial measures could possibly be. I was somewhat surprised at the fervent manner in which the member for Halifax congratulated the House on the emigration policy of the Administration. He said—from his special information, no doubt, not given to any of us—that 8,000 people had passed from the United States into Canada last year.

MR. RICHEY: I said that, of 8,000, 2,000 came from the United States.

MR. MACKENZIE: Yes, and the 2,000 in the first place entered Canada at Ogdensburg and Montreal from the Eastern States, and were then classed as Americans, though really returning Canadians, coming into Canada, and, when they passed through Ontario, and again passed by Detroit or Sarnia into the Western States towards Manitoba, where they were again classed as emigrants from the United States; that method had the effect of doubling the number. But the hon. gentleman did not tell us how many Canadians went from Halifax to the United States, and from the port of St. John. I have special information also, though not from the Government, and learn that from the city the Minister of Finance represents, by the

steamship line during the past season, no less than 6,000 left to settle in the United States, over and above the ordinary passenger traffic. How many went by rail-way or coasting schooners I am not able to say. I saw the statement of the United States Consul a few days ago, about a port in my own county, from which alone, it appears, about 24,000 Canadians have passed to settle in the United States. Instead of having matter for congratulation, we have reason to doubly deplore the existing state of trade and business which has compelled so many of our fellow-citizens to seek a refuge in a foreign country. We are asked to congratulate ourselves because a considerable number of people went from the older Provinces to the North-West Territories. I do not think it is any matter for rejoicing that people go from one part of the Dominion to another. It would be matter for congratulation if we were able to point to a large emigration from the old country; but gentlemen opposite were afraid of such an emigration, as they passed, lately, an Order-in-Council preventing the landing of any emigrant at Halifax, unless possessing \$20; that is their method of encouraging emigration. I am not blaming them for discouraging unsuitable emigrants from leaving Europe. I know it is matter of bitter complaint in Toronto that hundreds have been arriving every week totally unsuited to Canada, and who never had anything to do with agriculture, but who have been, as paupers, thrust upon Canada, with assisted passages. Agricultural classes should be encouraged to come, and not stopped on our coasts by a demand for twenty dollars. This is the state of matters as respects emigration, and I am surprised that the member for Halifax should not, with his usual candour, have alluded to the real state of affairs. I am informed by some hon. members that, on the train by which they travelled hither from the East, were six or seven families, some, if not all of them, from a county of the name of Cumberland, who were passing to the United States, and that, by the way, some of the children were called Tupper. That train, like almost every other train on the Intercolonial, under the new management, had the misfortune to break down two or three times, and the name of Tupper was

MR. MACKENZIE.