

feeling patriotic; is it statesmanlike? No. I must say that it would, perhaps, have been better if there had been no necessity for making this loan. It would have been better if circumstances had not placed the company in a position that obliged them to ask for this loan. But since they have come back to us and have plainly, distinctly, and, I have a right to assume, honestly and fairly, laid before the government, and the government before the house, the cause of the difficulty, I think they are entitled to favourable consideration. I look at the matter, not from a Canadian Pacific Railway standpoint, not from a partisan standpoint, but from a broad national standpoint. Whatever question there may have been under the old contract as to the security offered for the performance of the work, this new arrangement makes it infinitely better. So that on the ground of security, my mind is perfectly clear.

IMPORTANCE OF EARLY CONSTRUCTION.

As to the object to be attained by the early construction, I am equally clear. It is well known to every hon. gentleman in this house that both the Canadian Pacific Railway Company and the Canadian Government, through the Minister of Agriculture, have advertised in every country in Europe, I believe in almost every language spoken in Europe, in a manner and with a profuseness that has never been done before. The result is that we are attracting to-day the attention of the people at a specially opportune season in Europe in our endeavour to procure immigrants. It is well known to everyone who reads the newspapers that there are social commotions in all the over-crowded districts in Europe, such commotions as never existed before—land difficulties in Ireland, and land difficulties in Scotland, too; Communism in Germany and Nihilism in Russia. These people

are looking for some escape, for some country where they can go and reap the reward of their labour. We have so advertised the country, we have so directed attention to it, that the earlier we give them a through Canadian route, unembarrassed and unobstructed by rival land agents, or hindered or annoyed by Custom House regulations, the better for the country and the greater the volume of immigration we will secure. (Cheers.) The railway company having informed the government that they will be able to finish the road within half the time allowed by the contract, these people in Europe have been advised of that fact, and to suspend the construction of the road under present circumstances for six years longer, would lose us a large proportion of that immigration. Once the tide of immigration, like any other enormous tide, is flowing in any special direction, it requires a greater amount of exertion to arrest it than it does to hold it after it is started. (Hear, hear.) One circumstance struck me to-day in a discussion that took place in another part of this building—in committee. A gentleman gave us in figures his estimate of the advantages to the country from the emigration into the North-West, considering the money they brought in, the revenue the country will derive from their consumption of dutiable goods, etc., and he estimated that the 80,000 immigrants who came in last year represented an increase of \$5,000,000 to the wealth of the country. Now, if, for the next six years, we have the same amount of immigration, and no greater, it will represent an addition to the fixed capital of the Dominion of \$30,000,000, and, in addition, the enormous value of the labour productions of these people. That, to my mind, is alone sufficient to warrant the loan, and I shall vote for it. (Loud cheers.)

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