

being enticed away by American agents. And what is the course pursued by these agents? Two of them, perhaps, will come into a car filled with immigrants and begin to talk to one another. One of them says: "I was in Manitoba lately and they are having great trouble there; there is an Indian war going on, and the frosts and floods are so disastrous that I could not afford to stay there and I moved away." This is the kind of conversation that goes on. Only a short time ago about 50 families started from Roumania to Manitoba, what was my experience with reference to these people? I found that these land sharks from the United States came among them and enticed more than half of these people to go away to the United States, and I am sorry to say, that I learned afterwards that some of our own people, some of the German societies, co-operated with these American agents to get these families away. A gentleman of great ability, a man of world wide fame, Dr. Meyer, and an associate of his, arranged for the immigration of 200 Swiss families, and 50 of them sailed for Manitoba a little while ago. But we did not receive them, they did not get to Manitoba, and I determined to find out what the reason was, and I set a man to work for that purpose, because I looked with great favor upon what that gentleman and his associate were going to do in the North-West. I regarded this little band of immigrants as a nucleus for a large Swiss and German emigration in the future. Well, Sir, I sent a man to New York and he found that they had been enticed away to Kentucky. I never in my life have found so much opposition to our immigration on the part of the land and railway societies and others in the United States, as I have this and last year. They have not forgotten our Indian troubles, and they have been careful to spread the fact abroad that we had an Indian war, and I am afraid that my hon. friend's constituency in Manitoba is also pressing very hard upon people who reach Manitoba not to go any further west. But I say that when we have completed this road, when, next spring, or perhaps this autumn, we shall be able to bring immigrants from Liverpool to Manitoba for \$25, we shall be able to take them through our own country and thus prevent them falling into the hands of the American agents. But it is hard to bring German immigrants by Liverpool. In Germany the law does not allow you to send immigration agents among the people, and you must use the agents that have got certificates, and who have a right to act, not as immigration but as steamship agents. Well, Sir, all the steamships from Germany to America are plying to New York, and the consequence is that the steamship agents in Germany are all endeavoring to get immigration to New York. I found this year, at all events, that they had a great advantage over us from the fact of our Indian war. They talk about trials by field and flood, and no doubt, a great many of the people, the majority of the people, who came by New York destined for Manitoba have not reached their destination. By the end of next year this may be put an end to, so far as the English, Scotch and Irish immigration is concerned, and a good deal of the Belgian immigration—we must except the Germans—a large portion of which comes *via* Liverpool. Unless we enlist some of the great steamship companies having large agencies and entrust to them the German immigration, we shall never, I fear, have that immigration to the extent we desire to obtain it. But we shall obtain the old country immigration, if we can put our immigrants in the North-West. It remains with us to look forward with confidence as we ought to look forward with hope and confidence to the future of the country, remembering that it is not only for to-day we are legislating. It remains with those of us who have children at home to work out the future destinies of the country, to show that we are men enough to open up and occupy this vast country and see to it that we make the best use of the heritage we have obtained, so that we may hand it down to

our children unimpaired, and that we may build up in that country a healthy, prosperous British people, living under the British flag, under which they were born in the older Provinces and in the old land. I am sure you need not fear for the future of the country. In a few years more there will be no need for us to send volunteers there, if we develop its great natural resources. I am quite sure the future of the country is clear; that every man will be proud of what has been done towards its development; that every man who has given a vote for the Canadian Pacific Railway, every man who gave a vote to sustain it the second year, and every man who supports the resolution now submitted will have the satisfaction of knowing that his children and his children's children will declare, those were the men for the time.

Mr. CHAPLEAU. In seconding the motion before the Chair I wish to ask the indulgence of the House while I offer some remarks upon the wide question which the resolution covers. My remarks will cover pretty large ground, no less than the discussion which has taken place since the inauguration of this enterprise. I shall have to refer very often to discussions that have already taken place, and for this and other reasons I shall have to ask the indulgence of the House and the permission of hon. gentlemen if I make use, more than is ordinary, more even than is allowed by custom and rules of the House, of the notes which I have been obliged to take to try and grasp the vast subject and endeavor to do it justice. Within a few miles from Montreal, in the county represented by my hon. friend from Jacques Cartier, we find a parish and a small town with an allegorical name, a name bestowed by a man of true prophetic instinct, the noble de La Salle. He was indeed a prophet, that brave Cavalier de La Salle, when leaving Montreal in 1679, on his way to China, he christened by the name of Lachine the spot from which he started after having ascended the foaming rapids of that name. The dream of La Salle has taken two hundred years to be realised, but it has been realised, and the piercing whistle of the locomotive has awakened the silent wilderness of the Rocky Mountains, which were reached in 1732, after a thousand perils. Another Canadian, one of the great family that founded the native parish of my friend from Richelieu, the adventurous Gauthier de Varennes, sent across the mysterious continent by the Governor of La Nouvelle France, the Marquis of Beauharnois, whose name has been given to one of the finest counties of Lower Canada. Singular and happy coincidence is this! Three Canadian names, which have survived through two long centuries, are embodied in that grand idea that through Canadian territory was to be found the straightest, the shortest, the easiest, route between Europe and Asia. This recalls to my mind an utterance of Lord Carnarvon, the foresight of which must have struck all those who read it at the time. Before the Royal Society of Geography, in London, Lord Carnarvon said, in 1859:

"It is not unreasonable to look forward to the establishment of a regular system of transit, commencing from Nova Scotia and the shores of New Brunswick, passing through Canada, touching upon the Red River settlement, crossing the prairies to the Vermillion Pass, till it reaches the gold-bearing colony of British Columbia, creating fresh centres of civilization, and consolidating British interests and feelings."

Before Lord Carnarvon, a man of mark, Major Robert Carmichael Smyth, in 1849, if I am not mistaken, pictured, in the following glowing terms, the destinies of the British nation. I quote from a pamphlet on the subject of British colonial railway communications, dedicated to Haliburton, but really addressed to the Duke of Wellington:

"Did His Grace's imagination picture to his mind's eye swarms of human beings from Halifax, from New Brunswick, from Quebec, from Montreal, from Bytown, from Kingston, from Toronto, from Hamilton, from Red River settlement, rushing across the Rocky Mountains of Oregon with the produce of the west in exchange for the riches of the