

after revising the estimates, should he not reduce this amount? But, Mr. Chairman, to whom is this acquisition of people due? While I am on this point, I will call the attention of the House and the public for a few minutes to this: to whom is this acquisition of population in the North-West due? Is it due to the policy of the hon. gentlemen on the other side? Is it due to their exertions? You all remember the speech of the hon. leader of the Opposition last year on the same question, and how he decried and disparaged the country, and how he praised the United States of America. Was that the means, was that the way to induce settlers to come to this country? was it the channel through which immigration would flow into our country? I think not. Let us take the exact words of the hon. leader of the Opposition, for, he says, he has nothing to retract, nothing to recall of his speech last year. How can you wonder that a report of the speech of the hon. gentleman, with his beautiful photograph at the head of it, should have been circulated by the railway companies of the United States by thousands all over the continent of Europe? No, Mr. Chairman, the acquisition of population in the North-West is not due to the hon. gentlemen on that side of the House. The present Government have made great exertions in that direction, and I have no doubt that if that speech had not been circulated, as it has been all over the world, if that speech had not been found at the very doors of any intending emigrants, we should have had a much larger immigration into the North-West. Nevertheless, we have had a fair share, and I have no doubt that with this scheme carried into effect, with the interest that the new Company, the Syndicate, must have in the peopling of the North-West, through that agency and the renewed exertions of the Government, we may expect a very large immigration to the North-West, a large acquisition of population, and a large increase in the revenue of this country; for, every man that comes into this country will pay so much into the Treasury for goods imported and goods consumed; and the more numerous are the settlers who will come and settle there upon the lands either of the Company or of the Government, the greater will be the revenue of the country. If they settle upon the lands of the Company, they give an increased value to the lands of the Government, which will be alongside; and if they settle upon the lands of the Government, the price of the lands will flow into the public treasury, and will recoup us for the twenty-five million of dollars we will have to expend to pay the subsidy to the Company. But, Mr. Chairman, there are other causes for this flow of emigration into our country. I do not forget some of the eloquent speeches of Lord Dufferin, when Governor-General of Canada. These speeches were masterpieces of eloquence, and they showed the country in its true light. These speeches have attracted special attention by their literary merit, by the facts contained in them, and by the position of the nobleman who uttered them, and they must have done a great deal to bring immigration into the North-West. I will not speak further of the speech made by Lord Beaconsfield, but that speech was one that must have done a great deal to attract the attention of the British public and intending emigrants, and must have done a great deal of good which is calculated to continue for years to come. Then, the present Government of England, the Gladstone Government, have shown, by the news that we had the other day from the article in the London *Times* newspaper, that they, not more than their predecessors, are deaf to the appeal of the intending emigrant, and that they intend to co-operate heartily with the Government of Canada in bringing emigrants to our shores and in settling them upon this part of the British Empire. The hon. leader of the Opposition says these are not the reasons for the immigration, but that Mr. Parnell and the state of Ireland have more

to do with the proposed policy of emigration than Sir John Macdonald, Sir Charles Tupper, and so on. Mr. Chairman, there is no doubt about this: if the Irish people were content in their country, in their beautiful island, they would not emigrate; but, as it happens, a large portion of them are not satisfied and want to emigrate. If they will emigrate, is it not better that they should come to our shores, that we should give them land here and settle them amongst us, than that these emigrants, who are a part of the great nation of which we ourselves form a portion, instead of going to the United States should settle in the North-West? They are good citizens, they are good farmers, they are men who will make the country wealthy, and will be able to bring up their families; and why should we not encourage them to come to this country? We encourage Englishmen, Scotchmen, Frenchmen, Germans and Scandinavians to come to this country; and these other people belong to the same race as a large portion of our own, and why should they not come and settle amongst us? Why should they not come here to enjoy the same laws, the same rights as we have? And, with the same opportunities, they may become ministers, judges, members of the liberal professions, and obtain any positions in this country, the same as any other men in the Dominion of Canada. The country is open to them, and I hope that these immigrants, these Irishmen, who are not satisfied with the treatment and laws they have in Ireland, will come here and settle. The hon. leader of the Opposition says that the estimate of the Minister of Railways for works to be built by the Government was, last year, \$32,500,000, whilst this year it is \$29,000,000, which shows that the previous estimate was wrong. Well, I am very sorry that the hon. gentleman is not satisfied with that reduction. This is a reduction in the right direction; it saves the money of the people, and will satisfy the country and satisfy this House that the Government are considering constantly how the revenues of the country may be saved, and how the debt of the country can be reduced. In order that the hon. gentleman may have the answer to his question, as to how the reduction is effected, I shall now give him all the details—

Sir RICHARD J. CARTWRIGHT. Will the hon. gentleman permit me to ask a question before he goes any further? He said that \$18,600,000 was the cost of the Canadian Pacific Railway up to to-day. Does that include the three millions of surveys?

Sir CHARLES TUPPER. The \$18,000,000 cover all expenditure of every kind, even to the Fort Francis lock—every charge that can be made against the Canadian Pacific Railway.

Mr. MACKENZIE. It ought to.

Mr. LANGEVIN. Unless the hon. gentleman wishes me to give him all the figures composing the twenty eight millions, I may say—

Mr. BLAKE. I should like them very much.

Mr. LANGEVIN. The estimate in April, 1880, was: from Fort William to Selkirk, \$17,000,000; it is reduced this year to \$14,670,000. I will give the reasons after I have made the statement. The Pembina Branch was, last year, \$1,750,000; this year it is \$1,556,900. Kamloops to Emory's Bar, last year, \$10,345,000; this year, \$8,431,800. Emory's Bar to Port Moody, last year, \$3,620,000; this year, \$3,306,300; making a total, last year, of \$32,715,000, and this year, \$27,965,000; adding the \$35,000 for the Fort William Branch, it is \$28,000,000 for this year. The reductions are: from Fort William to Selkirk, \$2,330,000; the Pembina Branch, \$193,100; from Kamloops to Emory, \$1,913,200; from Emory to Port Moody, \$313,700, making a total of \$4,750,000. The details of reductions upon the estimates of last year were as follows:—From Fort William to Red River, by improvement