

general agent of the Canadian Northern, Mr. Heyek, who makes in central Europe an intensive emigration campaign, tells me that he has in France two thousand sub-agents, out of which six hundred are diligent, that he would with pleasure send them the official publications of Canada, but that Mr. Wiallard never asked him to do so.

While I was in France, a serious difficulty arose between Mr. Wiallard and the 'Company General Transatlantique' which was then organizing, and has since organized a direct line between Havre and Canada. The company, offering to collaborate with our agent, was asking in return the benefit of the premium granted by the Canadian law to all agents without distribution.

Mr. Wiallard declined, invoking a decision of your Department in 1908 given on a previous demand of the same company, and by which, in his mind, the premium had to be reserved to the Allan Company only, as a subsidized company. The question submitted to the Canadian Commissioner, the Hon. Mr. Roy, was referred to me. After examining the correspondence I found out that most evidently the Company General had been refused in benefit of premium in 1908, because then it had no line to Canada.

At that time the intending emigrants were handed a 'list' of some authorized steamship agencies, reading thus:—

Currie & Co., Agents of the Allan line (direct service from France to Canada),
2 Pleuvry Street, Havre, or 10 Auber Street, Paris.

Hernu, Peron & Co., 61 Haussmann Boulevard, Paris.

Pitt & Scott, 47 Cambon Street, Paris.

Now out of these three agencies, one represents only, and the two others represent mostly the Allan line.

You will find in the Department a letter of Mr. Wiallard, dated March 15, 1912, when it is said:—

'Personally, I have no doubt that far from complicating the transportation problem, the opening of a new line to Canada will be beneficial to all, specially to Canada. I hope that the Allan people shall keep the favour which they enjoy and which they have earned by their past work, while, on the other side the Compagnie Générale Transatlantique, by means of its numerous and strong connections, will bring forth a renewed activity between the two countries.'

It was only on my pressing advice and under the threat of the Compagnie Générale Transatlantique, to provoke from the French Government an intervention which could have been fatal to us, that Mr. Wiallard decided to write that letter, wherein for my part, I would only find fault with the exaggerated care for the Allan line interests, and which after all is but the summing up of what, strange circumstance, our agent was writing to you of his own motion on May 25, 1908.

At least, you would believe, there will remain with our agent the co-operation of the Allan Company. Nevertheless, we do not see anywhere the extraordinary services for which the company might deserve the particular services for which the company might reserve the particular anxiety felt about it. It published a year book on Canada, extracted for the most part from our official publications, and I read in the memorandum already quoted, 'The Allan Company with its line from Havre to Canada, seems to have given satisfaction to the French public, which has adopted that line to go to Canada.' But I also read in that memorandum, about the premium, 'All the work is mostly done by our agents and not by the steamship agencies. The sale of transportation tickets that they (the steamship agents) make to the emigrants is, in large proportion, supplied by Mr. Wiallard agency, and they have no more but to issue the said tickets.'

Mr. Wiallard might answer that, in the whole this extract from his memorandum directed against the premium regime reads thus: 'All the work is mostly done by our