

the hope of the country was well rested in that colony, so true to the Crown and so decided to mark its way in the path of the progress of Confederation. But I must come now to the rather prosaic part of my duty, to put before the House the work we have done, the conclusions we arrived at, and those which the Government expressed by the Bill now before the House. We visited, after having gone over that part of the country, the beautiful port of Nanaimo. I had the pleasure of meeting there our friend the able representative of that part of British Columbia, and I must say, to the credit of the country he represents, that happy days, days of wealth, days of prosperity, grand days are in the future for Nanaimo, with its mines of the greatest wealth, with its immense facilities for navigation and landing—for it is one of the features of the coast on the whole of the straits in British Columbia that vessels of the largest tonnage can come and load in still water at a natural wharf made by the granite of the shores. We visited Nanaimo and saw the works of the two great mining companies; one at the head of which is Mr. Dunsmuir, the proprietor of the three mines worked by the company; the other which is under the control and superintendence of Mr. Robbins. We could see there things of the greatest benefit to our investigation. After having accomplished that duty we came back, and with all the evidence and information necessary to place before this Parliament and this country, I might say before the world, a complete record of the question, the commissioners, with the valuable assistance of the Secretary, prepared the report which has been laid before the House. We thought it was worth our while to add to the evidence we had gathered ourselves, to the personal information we had taken ourselves without any special testimony of witnesses, a condensation of the very valuable though voluminous evidence which in 1876 had been taken before the commission appointed at that time by the United States Congress. I think it is not out of my way to mention at the present moment the steps which had been taken in British Columbia to bring the question of Chinese immigration before the Government, and to bring it to an end, as I hope it will be brought, by the adoption of the measure the second reading of which I shall soon have the honor to propose. In a paper which has been submitted to us, I see that, so far ago as 1876, a report of the Committee of the Whole House on the 9th May, was adopted in favor of legislation to prevent this Province being overrun by the Chinese population, to the injury of the settled population of the country. Later on, on the 31st July, 1878, another resolution of the Legislative Assembly was passed and concurred in against the employment of Chinese laborers on public works, the Local Government not to be responsible for the payment on contracts if the contractors used Chinese labor. In 1879, on the 28th of March, a select committee of the Legislative Assembly made a report in which they adverted to the veto by the President of the United States of an Act similar to the Queensland Act, and drawing attention to the fact that Her Majesty Queen Victoria had been pleased to sanction the Queensland Act concerning Chinese immigration, notwithstanding the treaty with China, which had always been urged in the United States as a bar to the enforcement of the different enactments of the California Legislature. I may state here that, as soon as the Government of the Dominion had decided to take this matter into consideration, we received from the Imperial authorities a communication stating that notwithstanding the commercial treaty between Great Britain and China, the Imperial authorities left the Canadian Government free to dispose of the question as they deemed expedient. In the report I have mentioned, calling attention to the fact that Her Majesty had sanctioned the Queensland Act, I find this paragraph:

Mr. CHAPLEAU.

"It has, however, been admitted that this Legislature has no power to pass the Queensland Act, as its provisions would interfere with trade and commerce, and thus conflict with the British North America Act, which confers the regulation of that subject upon the Dominion Parliament.

"As the Australians are now organising a combined movement to obtain, if possible, from the Imperial Government such measures of protection against the further influx of Chinese into their country, the time would seem opportune for united or independent action on the part of the Dominion in the same direction.

"Your committee have ascertained that several measures of an anti-Chinese tendency, and more or less restrictive in character, have been passed in New Zealand, and in Victoria and other Australian colonies, but have been disallowed by the Home Government."

In 1880, on the 21st of April, a resolution was passed by the Legislative Assembly of Victoria, asking that the Queensland Act should be made the basis of legislation by the Dominion of Canada. It might be well, perhaps, that I should mention now the principal provisions of the Queensland Act. It provides that any vessel bringing Chinese passengers as immigrants shall bring no more than one Chinaman to every ten tons burthen of the vessel, and that every such Chinese immigrant shall pay an entry fee of £10, and imposing penalties upon the master of the vessel or other persons when contravening the Act. In the 7th section there is a proviso to the effect that if at any time within three years from the date of landing or arrival of any Chinese in respect to whom such sums shall have been paid, he shall depart from the colony, the sum that he had to pay shall be remitted to him on his departure from the colony. That feature has not been inserted in the Bill before the House. On the 26th February, 1882, the British Columbia Legislature passed another resolution, and a Minute of the Executive Council dated the 7th March was sent to the Dominion Government requesting them not to employ Chinese labor on the Canadian Pacific Railway, and asking us to assist white immigration. The answer given to the provincial authorities is to be found in the following document. The then Acting Secretary of State, sent a letter to the Lieutenant Governor in the following terms:—

"I have the honor to inform you that His Excellency the Governor General has had under his consideration in council the resolutions of the House of Assembly of the Province of British Columbia, which were embodied in a minute of your Executive Council of the 9th March last, a copy of which was enclosed in your despatch of the 16th of that month, in reference to the advisability of assisting immigration, and inducing the railway contractors to employ white rather than Chinese labor on the Canadian Pacific Railway in that Province.

"I have now to state, for the information of your Government, that his executive is advised that there are no means at the disposal of the Government to induce the contractors on the Canadian Pacific Railway to import and employ the labors of white immigrants on their works instead of Chinese.

"If, however the contractor desires to prepay the passages of white laborers from the United Kingdom, the utmost facilities of assisted ocean passages, and such services as can be rendered by the agents of the Department of Agriculture, will be freely afforded. Transportation across the continent is, however, at present, both difficult and expensive, and the Government have not at their disposal any means to assist such movement of immigrants.

"The advantages offered by British Columbia as a field for settlement of immigrants, have been fully set forth in authentic publications disseminated by the Department of Agriculture to promote immigration to that Province, which will, however, be difficult until the transcontinental railway through Canadian territory is completed."

The executive of British Columbia, in a Minute of Council of 19th August, 1882, which was transmitted by the Lieutenant Governor, asked the Dominion Government to promote the necessary legislation:

"For the purpose of preventing the immigration of Chinese to this Province, and for the prevention of their employment upon Dominion public works; and further to provide that in the event of a charter being granted to a railway or other public work in British Columbia, a clause may be inserted preventing their employment thereon."

In 1883, on the 28th February, the Legislative Assembly passed a resolution again making a request similar in substance to the one I have mentioned. The outlines of an Act were submitted to the Government as those which would be satisfactory to the petitioners, that is to say, the representatives of the people of British Columbia. I dare say that at