

## Sir Francis de Winton On Emigration.

ADDRESS IN MANCHESTER, ENGLAND.

Sir Francis de Winton, who was yesterday the guest of the mayor of Manchester in this city, last evening addressed a large and appreciative audience at the Memorial Hall, Albert-square, under the auspices of the Manchester Geographical Society, on the subject of "Canada and the Northwest." In the absence of the mayor (Mr. Alderman Bosdin T. Leech) through indisposition, the chair was occupied by the Rev. S. A. Stenthal, who accorded the lecturer a hearty reception. The chairman said, as they said, as they all know, the death of the late Duke of Devonshire deprived the society of a president, and, at the request of the council, he invited the Duke of York to accept that position. In reply to this invitation, Sir Francis de Winton, the treasurer of the Duke of York, had written as follows: "Marlborough House, Pall Mall, S.W., 4th October, 1892. Dear Sir,—I am desired by H.R.H. the Duke of York to say that it will afford him much pleasure, in reply to your request, to become the president of the Manchester Geographical Society." (Applause.)

Sir Francis de Winton, who was received with applause, at the outset of his paper said he did not propose to waste their time by any attempt to depict this oldest and greatest of our colonies, its history of its development political and commercial, but rather to lead them into wilder lands, into the growing and fertile regions of that great area which lay between the gigantic lake system of North America and the province of British Columbia. Through the kindness of Professor Dawkins they were furnished with a large official map of Canada, and the Grand Trunk and Canadian Pacific Railway authorities had been good enough to lend them some photographic slides which would be exhibited at the end of his paper. He was aware he could not tell them much that was geographically new as regarded Canada, but he hoped to be able to interest them in what might be termed the commercial aspect of the country, and some of its more recent developments which were matters worthy of attention. He would endeavor to show them Canada as she was to day, her enormous railway systems, and their rapid development, her rich wild lands only awaiting capital and labor, with intelligence to develop into one of the great wheat producing areas of the world; her fertile grazing lands of what was generally called the ranch country, where already noble herds of horses and cattle and flocks of sheep were being raised, her mineral wealth that lay hidden in the valleys of the Selkirk, and gold ranges as well towards the north, in what was known as the Peace River country; and the markets which were arising from these products both in the east and in the west. First dealing with the great railway systems of Canada, viz.: The Grand Trunk and the Canadian Pacific and Inter-Colonial, Sir Francis said the former had passed through many vicissitudes, and the whole of the prosperity of the older portion of the colony—the provinces of Quebec and Ontario—had its commencement from the time of its construction. Previous to its establishment the sole means of transportation was by water, consequently for six months in the year the country was practically closed against European markets. It was not until the Grand Trunk Railway came into operation, that the commercial activities of the country received any stimulus. From that time population, wealth and commerce sprang into life. The result of the journey of the Marquis of Lorne in 1831 on his drive of over 1,300 miles through what was then known as the North-west territory, led to very important results, and out of an agreement between the Government on the one hand and a syndicate on the other, sprang the Canadian Pacific Railway. Among other features it was the only railway in America that had a through line from ocean to ocean—from the Atlantic to the

Pacific. Having alluded to the climate and agricultural divisions, and described the rising development and progress of the colony, Sir Francis spoke concerning the advantages which Canada offered for emigration and colonization—matters of importance as regarded the future welfare of this great country. It had been computed that each emigrant brought to the country of his adoption about £100. As regarded the United States, her lands had been peopled and wealth had been added to her productiveness. Their railways furnished transport to markets, and, by the energy of her people, stimulated by the climate, she rapidly became the great nation she now was. Like causes produce like effect, and from what had happened in the United States, it was not difficult to deduce a fair idea of what this section of Canada would become. It must be remembered that the fertile waste lands of Canada's great neighbor had all been taken up, and she had no more to offer to the world's surplus population. Already, besides the Canadian Pacific Railway, branch lines were being constructed to open up the territory north and south of the main line between Winnipeg and Calgary. The Government of Canada helped also by land grants, and thus they found Government capital, energy and skill all combining to open these fertile lands to the world, which only required labor to develop them. When one considered the increase of population in these islands, the depressions and fluctuations of our industries and of agriculture, it appeared to him that we could not go on drifting, as we were doing, much longer. Emigration had up to the present time provided a means whereby our social and economic conditions could adjust themselves, but the signs on our horizon pointed to the necessity of further measures, and we should have to turn to colonization. Defining emigration and colonization as they were frequently confounded, to the detriment of both, an emigrant, he said, was one who left home with enough money to make a new start in life in the country of his adoption. It was a free movement, with freedom of action as the mover had the means to carry out his desires. The colonist, on the other hand, was one who by sudden disruptions of trade, by circumstances altogether beyond his control before he had time even to think of emigration, found himself unable to live in the country, and unable to get out of it. There was nothing before him but starvation, and that led to Socialism. The object of colonization was to place him in such a position where, by honest labor he not only improved his condition but he might become in time a producer, and as a sequence a consumer also. No scheme of colonization should be attempted except on a pure business basis. There were two essential points which must exist to ensure a commercial success. Firstly, whatever capital was advanced it should have its equivalent in land or some other form of tangible security; and secondly, there must be a market for the produce of the colonists, otherwise their labor was only half utilized. Canada offered both these conditions, and she had yet millions of waste lands only requiring labor to make them profitable. The times, he said, had changed, and were changing, when Great Britain was the workshop of the world. Let them take for example the McKinley tariff which had recently driven some thousands of tin workers in South Wales out of work, and the same tariff exercised a hostile influence against many of our other industries. There was no firmer advocate of the true principles of free trade than he, but when our industries are being crushed, and our artisans were thrown out of work and starving, when the markets of other nations were purposely closed to our manufacturers, then he maintained it was for us to consider the situation. There were the proverbial three courses—new markets, retaliation, or drift. New markets: By arrangements with our colonies under a scheme of federation, and by the development of our African possessions and other new countries, and so open up new lines of trade for our manufacturers and artisans. Ro-

tation: Fair trade with those countries who would not have free trade with us. Drift: If we read history, and if we judge from the stories of the rise and fall of the great nations of the past, we learn that a policy of drift was the first indication towards a state of decline. He had faith in the energy of our people, in their national character, which desired, no matter what party guided the helm, that the government of this country should maintain the integrity of the Empire, should be strong against the strong, merciful and kind to the weak, and extend help to those who could not help themselves. (Applause.) May we not, he said, look forward to a closer connection between the mother country and her powerful dependencies and work for a greater federation than now existed. (Hear, hear.) He believed the influence of such a federation would be for the general good of mankind, because under God's blessing it would maintain peace and good will among men. (Applause.)

Mr. Alderman Mark (the ex-Mayor of Manchester) afterwards moved a hearty vote of thanks to Sir Francis de Winton for his interesting and instructive lecture. The development of Northwest Canada, Mr. Marks observed, was one of supreme importance to this country; they were thirsting for our surplus population, but unfortunately for us they only wanted the very men we wished to keep. Canada did not want the poor half-starved people that we wished to get rid of, and there came the difficulty, but in one respect we were giving them bone of our bone, and flesh of our flesh, in sending out from our refuges some fine brave little fellows to the farms in Manitoba and such like places, and those were exceedingly useful material in the development of that rich country, which was blessed by nature with almost every product that could be devised, and it only required capital and labor to develop it in the highest sense that we understood the development of civilization and progress. (Applause.)

Mr. J. Thewlis Johnson, in seconding the resolution, said we should be glad if Canada would set an example to the other colonies by opening her ports to British manufactures, and allow us to bring our cloth and our iron in the same way that we were only thankful to receive their wheat, cattle and anything else that they would send us.

The vote of thanks having been cordially passed, Sir Francis de Winton suitably acknowledged the compliment.—*Manchester Courier.*

## Exporting Grain via New York.

At a special meeting of the Montreal corn exchange the following letter was read from Mr. George Olds, treasurer and manager of the C.P.R.:

"The question of grading Canadian grain intended for exportation via New York and Boston having apparently been satisfactorily settled at the meeting held in New York on Thursday last, and the practical closing of navigation being near at hand, it seems necessary for us to announce to the trade what arrangements it is proposed to make for the forwarding and handling of grain. As you are aware three grades of Manitoba wheat has been agreed upon as the number of grades which the New York terminal lines will take care of and Boston no doubt will take care of a like number of grades of this grain. So far as Manitoba wheat is concerned, for the present all that which may be intended for export via New York will pass from our line via Prescott, Ont. That for export via Boston will necessarily pass in the vicinity of Montreal, but as the inspection of Manitoba wheat is to be made at Winnipeg, and as inspectors' certificates are to accompany each consignment, it will not be necessary for the inspectors of grain at the frontier to interfere in any way with this grain. With regard to grain from points in Ontario, that which may leave our line at Prescott for New York can be inspected at Prescott, where an inspector should be located. That for export via Boston will be accumulated into