

contractor, direct from China into British Columbia. According to the census of 1881 we find that the entire Chinese population of the Dominion at that time was only a very little over 4,000. To-day in British Columbia alone there are between 18,000 and 20,000 Chinese. The most of those were attracted to British Columbia by the building of the Canadian Pacific Railway, and when that gigantic work was completed, or nearly completed, last fall, thousands of those poor helpless creatures were thrown out of employment late in the season, and it is a fact that I am sorry to announce on the floor of this Parliament, that they are in a starving condition—not only starving, but I am credibly informed that a number of them have actually died of starvation. Notwithstanding the strong feeling antagonistic to Chinese, in British Columbia, the corporations of Victoria and New Westminster have had under consideration the raising of funds to supply them with the actual necessaries of life, and thereby keep them from starvation. There is also a project on foot just now to ship a great many out of the country. As I stated a moment ago, I cannot exonerate the Government from responsibility for this state of affairs in British Columbia, especially amongst the laboring classes. I believe that if they had taken the advice of the representatives of that province, given in the Commons and in the Senate, from 1878 to 1882, that such a state of affairs would not now exist in British Columbia. The Chinese were the means of excluding thousands of white men that would otherwise have been attracted by the construction of the railway and the dry-dock, and other important works in British Columbia; but when they found that they had to compete with Chinamen, who could live cheaper than white men could possibly do, many of them who went to the Pacific province wrote back to their friends warning them not to come to that province, as they would have to compete with Chinese labor. Now, I claim that if a proper course had been taken at that time, and the legislation that was adopted last year, when the Pacific Railway was about completed, had been enacted sooner it would have been better for the country. The policy of procrastination on this question as well as on many other questions has had a tendency to bring

misfortune on the Dominion of Canada. I say if that had been done from 1878 to 1882, the present state of affairs would not exist in British Columbia. Thousands of white laborers are idle in British Columbia to-day; they can get nothing to do, and are in actual want in consequence of the large importations of Chinese during the railway construction, and the labor market is overstocked. I see in the ninth paragraph in the Speech from the Throne that we are promised a wonderful piece of legislation—promised no less than that the Chinese Act of 1885 is to be amended. There is no necessity for having it amended at all; in fact there is very little necessity for having it on the statute book, because the country is now flooded with Chinese—the evil is done—there are more than can find profitable employment. There are none coming from China; in fact, they are going back. There is an old adage, and a true one, about locking the stable door after the horse is stolen, and that is true as applied to the Chinese question. I may also say about this policy of inaction; I see in one paragraph, and am happy to see it, that the North-West Territories are to have representation in Parliament. That has been urged year after year, and I venture to say here, without the least danger of contradiction, that if the North-West Territories had had representation in the Commons and in this House, and if Manitoba and British Columbia had had representatives in the Cabinet, as they are entitled to, and must have before long, notwithstanding the influence of race and sect, and other little quibbles, so prevalent in political warfare here in the East, that the North-West rebellion would never have occurred, and hundreds of thousands, if not millions of dollars, would have been saved to the Dominion treasury in connection with the building of the Canadian Pacific Railway in British Columbia. I believe that the peace and harmony of the North-West would have remained undisturbed to this day if representation had been given in the Cabinet, to Manitoba and the Territories, in the Commons and the Senate. We are warmly congratulated, or it was placed in the mouth of the Governor General to state to this House and the country that the Pacific Railway