

that some arrangement might not be made upon a similar basis for a German colony in the north-west.

I carefully explained to Lord Odo Russell that these were only thrown out as suggestions, unauthorised by the Government, and simply to be a matter of private enquiry.

Lord Odo Russell has promised to give his attention to the subject, and I have furnished him with maps and books; and he has assured me in the kindest manner that whatever he can personally do to assist the objects of the Canadian Government will be to him a matter of gratification. He has invited me at any time to apply to him for information; and he has offered, if I will go to Berlin at a later period, to introduce me to the leading Ministers, in order, if you should deem it to be advisable, that a fair discussion might be had of the difficulties which are thrown in our way, and an attempt be made at least to get some of these difficulties relaxed.

I told Lord Odo Russell that the Canadian Government was desirous to carry out its emigration policy in a manner befitting the dignity of a Government, and not to be obliged to rely, as some other emigration Agencies do, upon secret transactions and unworthy Agents.

He did not seem to think it impossible that if the German Government were approached in this spirit, and the assurances of the Canadian Government were satisfactory, we might at least obtain some good results with regard to certain portions of the German Empire.

On Saturday morning I left for Hamburgh, arriving late on Saturday evening, and remained there until Tuesday evening, leaving by the night train *en route* for London.

At Hamburgh, with M. Klotz, I had interviews with Messrs. Falek & Co., M. Behrens, M. Moller, the Agent of the White Star and Dominion lines, and with M. Bolton, the very able Manager of the direct line to the United States, which I should mention has absorbed its rival the Adler line. Messrs. Falek & Co., as I have before reported, are identical with the firm of Spiro & Co., though they carry on business in different houses; the one representing New York lines, and the other the Allan line.

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I may briefly sum up all the information which I obtained here as follows:—

First. It was confirmed that the direct lines of steamships have