

about 92 cents. Now let us take the cost in Canada. The cost of immigrants per head in Canada in 1899 was \$5.74, and in 1900 it was \$9.72. We therefore find that Canada's immigrants in 1899 cost her six times as much as it cost the United States for their immigrants, and Canada's immigrants in 1900 cost over ten times as much as it cost the United States for their immigrants. Remember, Sir, that this expense has to be borne in Canada by a population of less than 6,000,000, as compared with a population in the United States of over 70,000,000. Now, Mr. Speaker, I think it would be well for this government to consider the situation, and either to pursue the course which the United States is pursuing, namely, call their agents in from the old countries; or else, let this government do as the province of New Brunswick is doing, bring their agents back to Canada, give them instructions that they may know what they are expected to do, and let them go to the field of their labours properly equipped for their duties. If these men who now are agents are willing to do that, and if it is necessary we should have immigrant agents abroad, then they should pursue their work properly; but, if our present agents are not willing to do their work, let the government appoint others who will do it in their stead.

Mr. WM. F. McCREARY (Selkirk). I have understood, Mr. Speaker, for the last ten days that the hon. member for Lennox (Mr. Wilson) was likely to speak on the question of immigration, and as I have a quantity of data from which I could have spoken in probably more detail, I regret that I have not been able to collect these papers for the present occasion. I think, however, Sir, that I will be able to show the House that some of the remarks of the hon. gentleman (Mr. Wilson) are absolutely without foundation. In the first place, I do not know that there is any more important subject that could be brought to the attention of this parliament than the question of immigration. It has been recognized as such by both political parties for many years. When during this session two or three weeks of valuable time were expended in discussing the tariff, I thought that while that might be an important matter, yet there were other matters of equal importance to the west especially, to which very little time or attention is given. When the Hon. Sir Charles Tupper and other hon. gentlemen were, in 1881, urging the Canadian Pacific Railway syndicate bargain to the favourable consideration of parliament, one of their strongest arguments was that the Canadian Pacific Railway and the government would fill up with settlers our great territories in the west. And while we are proud of possessing that line of steel that connects one province of this Dominion with the other; while we are proud of pointing to the Canadian Pacific Railway as a great

military road, we must bear in mind that to the people of the North-west, it has not been altogether an unmixed blessing. That is due to the very fact that the building of that road so rapidly across the prairie district, has caused many hardships under which the people of the North-west are to-day labouring. The same remark would apply to the city of Winnipeg. We were told that the city of Winnipeg was going to have a great population in a comparatively short time, and during the boom of 1882 they so enlarged the city limits of Winnipeg, that they are at present of the same extent as the limits of the city of Glasgow, or Manchester, England, each of which has a population of about 800,000. The consequence is, that in Winnipeg, as some of you know, people flock to the outskirts, buy small lots, put up houses, and when a few get together they demand a sewer, a sidewalk, and a graded street, so that it is difficult for the corporation of Winnipeg to provide for the government of the city because of the sparse population extended over the extensive limits of the municipality. Well, Sir, the same thing applies in the North-west Territories. When the road was extended, settlers came to pass by good lands quite close to the city of Winnipeg, with the expectation that they would get better land in Alberta or Saskatchewan, and so they proceeded on a thousand miles with the hope of settling prosperously at the foot-hills of the Rockies. That has had a bad effect upon immigration. It has had the effect of driving people away to seek land in countries more thickly settled as there is nothing so prejudicial to settlement as the absolute loneliness of life on the prairie, especially for women and children, when they are located miles from any organized community. Schools cannot be erected; there is no society, and a great many of the people who have left our country did so on account of these conditions. Sir Charles Tupper, when he urged the adoption of the Canadian Pacific Railway syndicate bargain, was of the opinion, and no doubt justifiably so, that we would have two or three million people in that country within ten years. We all know that unfortunately that result has not been obtained, and that unfortunate result is due largely to the policy adopted by the then government. As a matter of fact, the census of 1891 showed very little more than the natural increase notwithstanding that we had expended over \$1,000,000 on immigration. If there ever was a time when we should have got emigrants into that country it was during these years. The Canadian Pacific Railway main line was built between 1882 and 1886; the Deloraine and Glenboro branches running through southern Manitoba, and the line to Yorkton were built during these ten years, and in that same ten years the United States got

Mr. WILSON.