

## IMMIGRATION OF PAUPERS.

### A Lot of Austrians Said to be Stranded in Canada.

### AGRICULTURAL LABORERS.

### Mr. Sifton Says There Are Plenty Coming Now.

### Question of Distributing Them—Ontario's Wants Still Unsatisfied—Port Arthur and Fort William Harbors—Estimates Voted.

(Special Despatch to The Globe.)

Ottawa, May 31.—The date of prorogation, it is hoped, has been materially advanced by the adoption to-day of the motion of Sir Wilfrid Laurier to devote the greater part of Wednesday and Thursday to Government business for the remainder of the session. This gives Government measures precedence on all other days than Mondays, and was justified by the advanced state of private business. The report that large numbers of European immigrants who have recently arrived in Canada are penniless was brought to the attention of the House by Mr. E. F. Clarke, and the subject of pauper immigration was touched out. The debate disclosed the fact that the Canadian medical examination is most rigid, and that the class of immigrants arriving are desirable, Mr. K. L. Borden taking advantage of the opportunity to speak of the excellence of the Galician settlers. Mr. Sifton, in response to suggestions from both sides of the House, promised to see what could be done in the way of distributing immigrants now seeking employment among the different Provinces. The advisability of making Port Arthur and Fort William free ports was suggested during the debate upon the bills establishing a harbor commission for those ports. Sir Richard Cartwright, in connection with the measure respecting the payments of bounties upon lead-bearing ores smelted in Canada, informed the House that the measure of last session had materially increased the output of the mines.

### To Increase Bonding Powers.

A petition was received on opening this afternoon from the Huron & Ontario Railway Company, praying for legislation to increase their bonding powers from \$10,000 to \$20,000 a mile. Mr. Morrison introduced a bill respecting the Similkameen & Keremos Railway Company. The House adopted a resolution by Sir Wilfrid Laurier that after to-morrow to the end of the session, Government orders have precedence on Wednesdays and Thursdays after questions put by members. The Premier explained that the business of private members was much further forward than that of the Government.

### Stranded Immigrants.

Mr. E. F. Clarke, before orders of the day were called, drew attention to despatches in the morning papers reporting the presence in the country of a lot of Austrians, who were stranded in Montreal and other cities and towns without work. The steamship companies should be held accountable for the introduction of undesirable immigrants. Mr. Rosamond said a dozen of these people had been dumped off at Almonte this week. Mr. Monk thought the Government should relieve Montreal of the load which the pauper immigrants laid on that city. Unscrupulous steamship agents went to southern Europe and directed pauper immigrants to Canadian ports. We had no inspection against such a class. The danger

would be greatly increased with the prospect of the Grand Trunk Pacific and other large works in Canada.

### Hon. Clifford Sifton.

Hon. Mr. Sifton said the Government had no control over what a private association might do in England. He would ascertain by telegraph if the gentlemen named in the despatch had given authority for the use of their names. The Canadian officers in England had done all they could to warn people that private organizations were not to be relied upon. He had sent a cable to Lord Strathcona only yesterday, saying that, in his judgment, no person should come to Canada who did not intend to engage in farming or as a farm laborer. The large numbers of Italians who recently came had started as a result of a vague rumor that many navvies were wanted. The difficulty was to know what to do with them, and he had not yet come to any conclusion in the matter. He agreed that it was very undesirable to have any persons coming who were likely to become a charge upon the country. The department would endeavor to have the law enforced. It was a delicate and difficult task to distinguish between those who came with an ardent desire to work and those who would become a public charge. The law requiring the steamship companies to deport such people would have to be enforced. There had been practically no Italian immigration except the few who came out for the special purpose of navy work.

### Mostly Agriculturists.

Mr. R. L. Borden asked if there could not be better inspection of immigrants coming to Canada.

Mr. Sifton replied that he was not prepared to say it might not become necessary to inspect immigrants coming to Canada at the port of embarkation. The immigration coming to Canada was vastly superior to that coming to the United States. Ninety-five of every one hundred coming to Canada were of an agricultural class, and engaged in that occupation here, while the United States were receiving vast numbers from southern Europe who were not of the agricultural class at all.

### Demand for Farm Labor.

Mr. Jabel Robinson said 50,000 men and women could be made use of on Ontario farms now, of a proper class and properly distributed.

Mr. A. W. Puttee pointed out that many mechanics had been brought out under false pretences.

Mr. Sifton declared that if Ontario would devise a central means of distributing the immigrants to the farmers the need would be very quickly supplied.

Mr. Robt. Holmes said the farmers of Ontario wanted help so badly they would take in aliens or Chinamen if they could get them.

After some further discussion Mr. Sifton again declared, in reply to Mr. Clarke, that there was plenty of agricultural labor to be had if it could only be distributed.

### Medical Inspection.

Mr. Clarke asked what had become of the 4,002 immigrants, paupers, diseased, and so on, refused admittance from Canada to the United States last year.

Mr. Sifton pointed out that it did not follow those people had passed inspection in Canada and been caught at the United States borders. Some of them were formerly residents of the United States who wanted to go back. Our medical inspection was now as perfect as it could be made.

Mr. R. L. Borden said if diseased persons were allowed to come from the United States it should be stopped at once. When visiting the northwest some eighteen months ago he had been agreeably disappointed at the quality of the Galician settlers.

Mr. Armstrong (East Lambton) urged the Minister of the Interior to send into his riding a supply of suitable immigrants to fill the demand for agricultural laborers.

The motion to adjourn was lost.

In reply to Mr. Borden, it was stated by Mr. Rodolphe Lemieux, Solicitor-General, that the cases in connection with the representation of the Provinces were ready and would be before the Privy Council in July.

### Bounties on Lead.

The resolution authorizing the payment of bounty upon all lead-bearing ores mined in Canada and delivered at a smelter in Canada on and after July 1st, 1903, was reported, and a bill

founded upon it given first reading. Sir Richard Cartwright explained that it had been intended that the bounty should go into effect for the whole fiscal year, but, owing to the late date of prorogation, it only became effective in October last. Already a considerable sum had been paid out—some \$80,000—and the bounty had produced a considerable effect upon the output of low grade ores.

### Grain Inspection Bill.

The bill respecting the inspection of grain was, at the request of Sir Richard Cartwright, sent to a special committee, composed of Messrs. Arch. Campbell, Ross (Ontario), Sifton, Douglas, Bickerdike, Talbot, Scott, Henderson, Smith (Wentworth), Wilson and Jabel Robinson.

### Port Arthur Harbor.

The bill providing for the establishment of a commission to control the harbor at Port Arthur was productive of a protracted discussion, members of the Opposition objecting to the Government undertaking to appoint a commission. Mr. Prefontaine and Sir Wilfrid Laurier pointed out that this bill and a similar measure relating to the harbor at Fort William had been introduced at the request of the citizens of those thriving and rapidly growing centres of commerce. The Premier argued that the people of these towns might safely be entrusted with the management of their harbor, with confidence that they would so shape their policy as to attract all the trade possible.

### Proposal to Make Free Harbors.

Mr. R. L. Borden said it was a question whether these ports of Fort William and Port Arthur should not be made absolutely free by the Government, as the whole of the east as well as the west was interested in building up and developing the Canadian route. He suggested that the bill be not pushed at present, but that the Government take time to consider the question.

Sir Wilfrid Laurier replied that the question of assuming the burden of providing free harbors at these ports was worthy of serious consideration. That phase of the question had not been considered by the Government, the bill having been introduced at the request of the local authorities, and it involved an important and wide-reaching question of policy. All were agreed, however, that these harbors must be developed, and he thought the Government could not do better at present than develop them on the lines suggested by the residents and on a similar plan to that upon which all other Canadian ports had been developed.

Hon. Mr. Prefontaine was quite willing to allow the third reading to stand over until the whole question had been more fully considered by the Government.

Mr. Arch. Campbell mentioned that the measure was introduced last year and allowed to stand over until this session. Until the general policy of making all our great harbors free was decided upon there was no harm in imposing a small fee upon vessels entering these harbors, similar to those paid in other ports. Already the Government had made the canals free in an endeavor to secure traffic for Canadian routes. He suggested that in order to remove barriers in the way of exporting Canadian products from Canadian ports it might be better accomplished by making ports east of the Welland Canal free.

### Are Tolls Too High?

Mr. Osler figured out that, according to the scale of fees proposed, the tolls on a 2,000-ton vessel would be \$1,130 if she called at both Port Arthur and Fort William, as she probably would. He calculated that the Huronic would pay \$620 each season for calling at one port. This he regarded as prohibitory.

The committee reported progress. At 10 p.m. the House went into Committee of Supply.

### Estimates Passed.

The first item passed was an interim vote of \$10,000 for Ottawa postoffice.

Hon. C. S. Hyman, acting Minister of Public Works, explained that the reconstruction of that building would involve a total expenditure of \$160,000, and that the building would be built by day labor instead of contract.

The committee then took up the inland revenue estimates. Hon. Mr. Hyman announced, in reply to observations of several Opposition members, that he was considering the advisability of analyzing cement to provide against adulteration. Mr. Ingram welcomed this as an im-

portant protection for the many cities and towns now laying cement sidewalks.

A protracted debate ensued upon the purchase by the department of wood alcohol from the Standard Chemical Company of Longford Mills. The arguments advanced last year were reiterated by Dr. Sproule, Mr. Taylor, Mr. Bennett and others, that there should be competition. Mr. Pope, speaking from practical knowledge, expressed the opinion that the price paid was reasonable.

Hon. Mr. Brodeur informed the committee that the company in question controlled the production in Canada, and that the Rabbans and others, who were requested to do so last year, declined to tender.

Mr. George D. Grant, in whose constituency the factory is located, protested that the proposal to invite competition from the United States was not consistent, coming from gentlemen who professed to believe in protection to Canadian industries.

The item was ultimately passed, together with other items for excise amounting to \$556,000.

The committee rose and the House adjourned at 12.35.