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FIGURES issued by the Immigration Department show that the trek to Canada has not yet reached its greatest proportions. The Last West is still a great magnet, and the other

portions of the country are getting very considerable additions to their population. The immigration in March of this year was a little more than double that of March of last year. During the thirty-one days, over 33,000 new citizens arrived, or more than a thousand for each day. Of this daily party, 500 were from the United States and 500 from Europe.

What a change in twenty years! The writer well remembers the national feeling of the period from 1890 to 1895. Pessimism was epidemic. The air was blue with the raspings of the croakers. Only a comparatively few were convinced that there was any future worth considering. These did their best to sing a song of hope, but those who listened were not numerous. In 1896 and 1897, the Canadian Club of Hamilton was almost defunct and the newly created association of the same character in Toronto had but a hundred members. There were no other clubs of this kind in Canada, though now every city has one. Patriotism was a quality which few people cared to exhibit. The man who talked of the great future in store for a country of such boundless wealth was regarded in much the same way as the professor who claimed that Mars was inhabited.

IN the twenty years previous to 1895, the croakers drove half a million of our finest young men to the United States. The country's population refused to grow in such discouraging atmosphere. Erastus Wiman, Professor Goldwin Smith and a number of other really great men taught that if Canada did not hitch her toy cart to the United States hobby horse, this portion of the North American continent would gradually relapse into glacial conditions. To them the "National Policy" of Sir John Macdonald was a bit of chicanery and sentiment-juggling. The manufacturers were struggling with conditions which they did not understand and the bankers, wise in their own conceit, looked askance at industrial investments. The Canadian Manufacturers' Association fell away to a mere skeleton. The man who talked of a Canadian literature, Canadian periodicals, Canadian oratory, or Canadian anything was fit to associate only with women and children.

As at home, so abroad. A nation with as little confidence in itself as Canada had, could not attract much attention. The United States did not trouble its head to look this way, except for fresh supplies of confidential clerks, dentists, doctors and nurses. Its own development was proceeding so rapidly that it had no time to think of any other nation's prospects. Great Britain didn't help either. If a Britisher wanted a new home in the new world, he went to the United States, or Mexico, or Brazil, or Argentina. Canada was unknown except as a preserve of the Hudson's Bay Company where beaver, otter, marten and musk-ox lived to supply fur for the wealthy Britisher.

Of a truth, the advertising was bad. The United States built the Statue of Liberty in New York harbour, but Canada flew the black flag in the ports of Quebec, Montreal and Halifax. The Canadian Government and the Canadian Pacific Railway had offices in London, but they struggled in vain to impress the British public with Canadian possibilities and opportunities. They made so little headway, that for a time they almost ceased to try.

BUT the tide turned. The Liberals came into power and their political head-shaking turned to smiles of joy. The Immigration Department inaugurated a more aggressive policy. The railways braced up and entered upon more constructive campaigns to develop their unoccupied lands. Mackenzie and Mann started the Canadian Northern Railway and made the Canadian Pacific Railway board do some extra hard thinking. The era of low prices gradually gave way

REFLECTIONS

BY THE EDITOR

to an era of high prices and the struggling farmers took fresh heart and indulged in renewed ambitions. In short, the country slowly woke up. By 1900, the prospect took on a

slight tinge of red, and for ten years it has grown ruddier and ruddier.

To describe the various steps in this great change would be rather difficult. It was the change in the mental attitude which was most potent, perhaps. Canadians grew enthusiastic themselves and their enthusiasm spread over the boundary line into the United States and over the Atlantic into Great Britain. Both United States and British capital began to flow this way, until now there is almost a stampede. In ten years, over a million of new citizens have arrived from the United States and Europe. In the past five years, according to the *Monetary Times*, Britain has loaned Canada \$600,000,000 or £120,000,000. The United States investor has loaned half that sum, perhaps, but he has also loaned some industrial brains with it.

In 1900, Canada was a Confederation of seven provinces; now she is a Dominion of nine provinces. In 1900, she had one transcontinental railway which was none too prosperous; now that railway has gross earnings of a hundred million dollars a year, and two other transcontinentals are in course of construction. The wealth of the country has doubled, almost trebled, in the first decade of the twentieth century.

YET, without being unduly enthusiastic, one may safely assert that the progress in the next ten years will be greater than in the past ten. Not one-tenth of the cultivable land of Canada is yet under cultivation. The population is only about eight million and, at a moderate estimate, there is room for fifty million without any serious crowding. There will be dull years, no doubt. There will be individual failures innumerable. There will be wasted energy and wasted capital, but the onward march will be continued in spite of all mistakes and set-backs.

Last year nearly one-half of the British immigrants who crossed the Atlantic came to Canada. This year, Canada should get as many as the United States. Next year she should get more. In ten years, all the British overflow, practically, will be coming to Canada. This may sound "big," but any one who studies the movement carefully must come to this conclusion.

A CORRESPONDENT, writing recently to the Canadian Courier, again raises the question of Canada's attitude toward the British immigrant. He declares that we are lacking in cordiality and sympathy. This correspondent is a Scotchman who has been here about seven years and claims to state his own experience and that of others whom he has known. Perhaps the charge is partially true. Perhaps there has been a lack of discrimination between the unworthy Britisher and the worthy. Perhaps the helping hand has not been stretched out often enough. Nevertheless, most Britishers living in Canada are prosperous. Very few of them are discontented. Only a small percentage have returned home. If they have been coldly treated, they have borne with it remarkably well.

There is a good point here, though. The *Winnipeg Telegram* is running all advertisements under "Situations Wanted" free of charge where the advertiser is a new-comer. That is the proper attitude. Those Canadians who have not yet assumed it, should do so at once. The man who leaves home and friends and old associations and more ancient civilisations to tread the rough path of the new-comers on the Canadian frontiers deserves every consideration. We feel certain that he will get it if he is worthy of it.

CANADA'S greatest offer to the people of Great Britain is her free land. Canada has millions of acres to give away; Great Britain has none. Land was once a glut on the market, and Canadian governments gave it away in large-sized parcels. Now, no man can get an