

INTERIOR DEPARTMENT.

Expenditures, Year Ending March 31, 1911, Auditor General Report, J-2.	
Immigration salaries	319,298 86
Contingencies	755,271 49
Winnipeg and St. Boniface Hospitals	4,559 50
Total	\$1,079,129 85
Civil Government salaries	833,373 42
Contingencies	56,732 66
Total	\$ 890,106 08

A very large portion of the cost of the Interior Department is chargeable properly to the immigration branch, and I contend that it deals almost solely with the three provinces of Manitoba, Alberta and Saskatchewan. It is impossible for me to define just exactly the proportion, but I find, by way of illustration, as disclosed at page J-13 of the Auditor General's Report, that for the salaries of officers and clerks of the immigration branch, 80 in number, the expenditure was \$94,310.61. Deducting abatements in the department, the total was, in round numbers, \$90,000. Take salaries, for example at Ottawa, a large proportion of which must properly be charged to the immigration branch of the Department of the Interior under the following heads: minister, deputy minister, assistant deputy minister, staff in the deputy minister's office, and minister's office, accountant's branch, and secretary's branch; they cost last year, in round numbers, \$100,000. I find also, under the head of 'Canadian National Parks,' all located in Alberta, Saskatchewan and British Columbia, that \$146,671.60 was expended. It is true that these are national parks, and as such they are for the whole of Canada. We find no fault whatever with that expenditure, but as a matter of fact the whole of that sum happens to be expended in these provinces and no portion of it reaches the maritime provinces. I find, under the heading of 'Miscellaneous costs litigation,' an expenditure of \$7,520.99, and I venture to express the belief that no portion of that money found its way to the maritime provinces. The total expenditure last year in the Department of the Interior amounted to \$4,829,520.69, and I believe I am within the estimate when I state that at the very least \$2,000,000 of that expenditure is confined almost entirely, if not entirely, to the western provinces and that no portion of it reaches the maritime provinces. I could give illustrations of a like nature showing the policy which has been pursued by various governments in this country, but I believe I have given sufficient to show the direction which it has taken and that I could gain nothing by multiplying evidence of a similar kind.

We would have sufficient to complain of in the maritime provinces if this expendi-

ture had prevented us from receiving a fair share of the immigration to this country, but it has another objectionable feature and one which bears very hardly upon the people of the maritime provinces, that is that it not only takes away from us a portion of the immigration which is properly ours, but it attracts to the western provinces a great many of our sons and daughters too, who can be ill-spared from the maritime provinces. There is the additional fact which, I sometimes believe, people resident in the west are inclined to overlook, and it is that the great railway corporations of this country, the Canadian Pacific railway, the Canadian Northern and the Grand Trunk Pacific are carrying on a propaganda of advertising at a cost of hundreds of thousands of dollars with the view of attracting population to the prairie provinces. Why? Because they have land to sell and they have some 2,000 miles of railway over which to haul people, and out of which they can make a profit, from the seaports to the interior. I contend that if not one cent of money were expended from this day forward on the part of the Dominion government by way of immigration advertising, the money to be expended by these various railway corporations in their own interest would be more than sufficient, with the impetus which immigration has already in the west, to carry the development of the western country along very rapidly.

I am only going to give one illustration to this House of the nature of the advertising which is carried on by the great railways. I have here a pamphlet circulated by the Harrison Agency of Philadelphia, an agency that is only enabled to exist by reason of the fact that it is subsidized by the Canadian Pacific railway and by certain towns in the west. This agency has issued a pamphlet for circulation in the United States and accompanying this pamphlet is a map of North America. It gives the provinces beginning with those in the west, first British Columbia, next Alberta, then Saskatchewan, then Manitoba, next Ontario, and, on the extreme east, Quebec. The maritime provinces do not appear on this map at all. One of the sad features in connection with this advertisement, to those who come from the maritime provinces, at all events, is that the live, bright, up-to-date man who is in charge of this immigration bureau is one of our sons from the maritime provinces.

I have very briefly, Sir, shown in the first place the nature of our population and I have recited some of the conditions of the maritime provinces, sufficient to show that there is a state of things there which requires to be remedied, and it seems to me that the remedy lies in a propaganda of advertising. I believe that that propaganda