

INVASION OF CANADA

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immigration, the census of Canada in 1944 should be thirty millions.

This is on the assumption that Canada will continue to make room and to find work for the people that continue to come during "Canada's century": which is merely a phase of optimism at present pervading Canada from coast to coast.

Meanwhile they continue to come. "Quality and quantity" has been substituted for mere quantity by the Department of Immigration under the management of Mr. W. D. Scott, Superintendent, and the Hon. Minister of the Interior. On board three steamers which arrived at the port of Halifax during the week ending April 2nd were men, women and children equal in number to the population of a good sized town. In 1901 Regina and Edmonton, the respective capitals of Saskatchewan and Alberta, together contained several hundred less inhabitants than the three steamers from Europe carried. Calgary was half a thousand behind the number and the population of a hundred little settlements in the Canadian West, destined some day to become flourishing cities, was contained in these three steamers.

With thousands on the waiting list the influx will last till well on into the summer, the tide being diverted to Montreal and Quebec after the season at the Atlantic ports of Halifax and St. John has closed.

Before the last of the three big liners had landed its human freight at Halifax other liners were on the way from the other side of the Atlantic with equally large passenger lists. One, which left Rotterdam, has a record number on board, there being more than two thousand immigrants on this steamer alone. Few steamers arrive now with less than 1,400 passengers and extra boats have to be sent out to relieve the situation on the other side.

St. John shares with its sister city the winter influx of immigrants and what has been said of Halifax applies with equal force to the Bay of Fundy city.

In spite of regulations which have been characterised as harsh by many journals, the immigrants now reaching this country are able to pass muster. The three last ships of the Allan Line, with passengers aggregating in number more than four thousand, brought only one person who was held up by the immigration authorities. His was a mild case of trachoma from which he will soon recover under treatment.

"The best lot of immigrants ever brought into the port of Halifax are arriving daily," said the United States Immigration Agent at Halifax to the writer a few days ago. "They are bringing out giants these days," he added. This officer had no detentions worth speaking of from these ships. The Canadian agent was equally as emphatic in his appreciation of the quality of the immigrants.

Steamers of all flags are under charter to companies engaged in this great traffic. Two years ago the New York and Continental Steamship Company started a fortnightly service between Rotterdam and New York via Halifax. The first steamers brought out less than 200 passengers for both ports on an average. A dozen or two would be landed at Halifax. The line was not taken seriously and when the company transferred its business and steamers to the Northwest Transport Company, very little more was looked for from the company. It was expected that such a line, unrecognised as it was and operating in the face of such

well established lines as the Hamburg American, North German Lloyd and Canadian Pacific, would have odds against it. The expectations were realised. Many deportations were made as a result of the lack of selection on the other side, but the line grew in favour and at the beginning of this year it had attained a position where choice could be made and undesirables rejected.

Complete returns for the season are not available till the end of April. The figures up to the end of March are instructive, however, and it suffices to say in reference to the present month that the conditions of the previous months prevail to a greater extent than in previous months. The Allan Line has placed extra boats in service to cope with the traffic and with the opening of the St. Lawrence the Canadian Northern Steamship Company will be in the field for passenger traffic in addition to the old lines.

The banner year for immigration was 1906-07. Then the slump took place and work could not be found for those in Canada. In 1908-9 trade conditions had improved to such an extent that immigration was again encouraged. This year there is room for all, so long as the newcomer is a desirable citizen.

St. John has had the same experience as Halifax with immigration. Every direct ship arriving there has a full passenger list. The Empress boats and Lake steamers of the C. P. R. bring their thousands and the other lines find St. John a convenient port at which to disembark some of their passengers.

The immigrants arriving at Halifax at the present time fall into several natural divisions. There is the great mass of British-born settlers from the British Isles, or rather from Scotland and England. Irishmen seldom emigrate to Canada; they flock to the United States.

Every now and then parties of girls and boys are brought out from various "homes" in England. These are former waifs, changed by healthful food and careful treatment into robust children. Heedless of climatic conditions and their surroundings, they are the life of the ships on which they come out. The best-known institution of this kind is the Dr. Barnardo Home in Liverpool. Since 1882 the Barnardo Home has sent out to Canada more than 22,000 children, many of whom are now wealthy citizens of this Dominion. Mr. Alfred B. Owen, who is in charge at Peterboro, the Canadian distributing centre, made his 191st trip across the Atlantic a few weeks ago.

Special trains are made up on the arrival of the steamers. The time of their arrival is known long in advance through the medium of wireless telegraphy, with which all passenger boats on the Atlantic are or are about to be fitted. So far this season the number of immigrant specials in excess of the number up to date last year is in the vicinity of 40.

Very little time is spent by the immigrant at Halifax. Boston inspectors made a record this month by inspecting 2,000 passengers from the *Ivernia* in four hours, 281 remaining at the conclusion for special interrogation by a special board. It took eighteen inspectors to do the work in this time. Two Canadian inspectors at Halifax, Messrs. Barnstead and Blackader, inspected the *Hesperian's* 1,416 passengers on the 11th instant in less than eight hours inclusive of the dinner hour.

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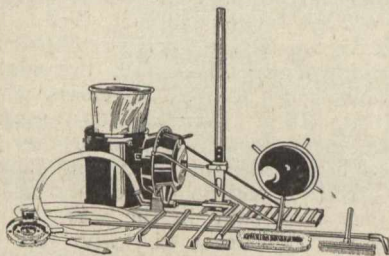
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