

EUROPEAN EMIGRANTS LOOKING TO CANADA

Transportation Holds Back Flow, However—Fuel Control Resumed—Government Revenue Grows

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SHORTAGE of ship accommodation and a discouraging attitude on the part of the Canadian immigration officials overseas are to some extent restricting emigration to this country from the United Kingdom, says Hon. J. A. Calder, who recently returned from an official trip abroad. The agents overseas, are, he said, taking every precaution to see that no more people came to Canada than can be absorbed. They advise persons not likely to find employment within a reasonable time of their arrival in Canada, to defer their departure from England. Shipping agents, too, in view of the penalties to which they are liable for bringing unsuitable persons to the Dominion, are careful to scrutinize applicants for passages. In consequence, Mr. Calder asserts that Canada is securing a better and more suitable class of new citizens than ever before.

The shipping situation, however, prevents any immediate increase in the volume of immigration. Mr. Calder interviewed officials of the North Atlantic shipping conference, and was informed that accommodation on vessels coming to Canada was booked for about a year. In so far as the outlook for immigration in the future is concerned, it will depend a good deal upon economic conditions in Great Britain. For instance, Mr. Calder states that there is at present almost as great a shortage of domestic servants in England as in Canada. Women who were trained for domestic service found employment in industry during the war. They are only gradually leaving that field and returning to domestic service. The minister of immigration, however, found in Great Britain a feeling that a fairly serious unemployment situation might develop there in the near future. Such a condition would tend to drive people to seek homes and livelihoods in other countries. It has been variously estimated, moreover, Mr. Calder points out, that Great Britain has a surplus population over pre-war days of from 600,000 to 1,200,000. Before the war 250,000 people left Britain every year. At the same time, having regard to the shipping situation, Mr. Calder was inclined to the view that immigration would not reach really large numbers for probably a year, or until the spring of 1922.

Revenue is Buoyant

A large increase in revenue is shown by the September statement issued by the finance department. During the seven months of the fiscal year ending on September 30, inland revenue collections totalled \$29,451,813. In the corresponding months of last year, inland revenue collections were only \$7,065,238. During the same periods also, income tax receipts showed a similarly heavy increase. During the seven months of this year they were \$6,585,418; during the seven months of last year they were \$1,673,628. Revenue from business profits tax shows a slight incline. For the two seven-month periods, it was: 1919, \$15,884,293; 1920, \$15,189,479.

Total ordinary revenue during the month of September was \$37,170,789, as compared with \$26,698,840, the total ordinary revenue in September, 1919. During the seven-month periods, ending September 30, total ordinary revenue was: 1919, \$159,085,559; 1920, \$219,905,911. Total ordinary expenditure was: September, 1919, \$25,143,277; September, 1920, \$16,940,075; seven-month period, 1919, \$122,722,617; seven months of 1920, \$152,624,397.

Capital expenditure in September of last year was \$66,405,631, as compared with \$6,881,577 last month. The reduction has been almost entirely due to lessened war expenditure. Public debt increased by \$22,032,728 last month. The total net debt, no credit being taken for non-active assets, now stands at \$2,276,516,163.

The tax collection system is growing stronger daily. More income tax returns are received this year, and audits are in some cases made to verify the returns. The same system of checking up is to be followed by the Customs and Inland Revenue Departments in regard to the new luxury taxes. The corps of auditors recently appointed in co-operation with special inland revenue officers is taking steps to see that the taxes are collected by the merchant where the article is taxable and that subsequently the public treasury receives what is due it.

Fuel Control Again in Force

Fuel control has been resumed, under a plan similar to that used in 1918. The policy set forth dealing with the provincial organization and licensing of dealers is that the government of each of the provinces of Canada may appoint a provincial fuel administrator or board of administrators. It may also create such central provincial organization as it may deem necessary. Any expense so incurred shall be borne by each province. The duties of the fuel administrators, subject to the orders of the board, is to supervise the distribution of all coal and other fuel imported into or made available within such province; to develop the demand for and supply of wood and other coal substitutes to the greatest possible extent, also to promote within the province the greatest development of any coal areas available. To issue orders to dealers, consumers and others within the province regarding the distribution and use of coal, and to license brokers and others desirous of engaging in the business of selling coal, are other powers conferred by the board.

Municipally, the board deals with the situation in a manner similar to that drawn up for the provincial administrators. The duties of the municipal fuel commissioner are chiefly to co-ordinate the work of delivering coal during any period of fuel scarcity within such municipality, and to institute, when necessary, a system of controlling retail coal deliveries through orders on dealers within the municipality issued by the fuel commissioner.

Calculation of Customs

The meaning of the new customs order providing for the collection of duties at the current rate of exchange has not yet been cleared up. The following statement was issued by the department on October 7:—

"Notwithstanding the instructions issued from time to time by the Department of Customs and Inland Revenue on the question of values for duty of currency of invoice, there still appears to exist in the minds of some importers a doubt as to just in what manner a British exporter to Canada, or an exporter in any foreign country where the paper currency has become of lower value than the standard gold currency, will be able to arrive at the relationship existing in the country of export between the paper and the standard gold currency.

"It is quite expected this relationship would be reflected by the rate of exchange between that country and Canada existing in such country at date of shipment."

The importance of Canadian manufacturers realizing the great industrial development now taking place in India is emphasized in a special report on trade with India, which has been prepared by P. F. Scharsmidt for the Department of Trade and Commerce, after visiting all the big trade centres there. The report notes that the Indian government has adopted an energetic policy to increase industrialism and that the spending power of the four hundred million people who inhabit India and Ceylon is rapidly increasing. The commissioner states that in discussing trade matters with various commercial bodies and firms in India he was assured of an earnest desire on the part of the importers to confine their orders to the empire. He expresses the view that Canadian manufacturers should take advantage of this favorable attitude and urges the need of direct steamship connection between Canada and India.