

MAKING READY FOR NEXT WAVE OF IMMIGRATION

Interesting article on Immigration and the Centralization of Effort, by Donald Mann.

By Donald Mann.

We have just passed through an era of great activity in railway building and the years which span this era were equally memorable in immigration. It will be remembered that in the closing years of the nineteenth century, immigration into Canada was dormant. In the year 1897 there came into Canada, if we are to believe the government's returns, only 21,716 immigrants, an insignificant contribution to the population of a country with an area of habitable, productive land far greater than that possessed by the Central Powers with which the Allies were at war. In the same year there were 2,384 homesteads taken up by colonists, and this in a country with millions of acres of vacant land capable of cultivation! Canada was doing worse than standing still, for in those days of sparse immigration she was subject to a constant drain of her best young men to the United States.

Faith in the outstanding, enduring wealth of the country, and a desire to see progress counted in decades rather than in centuries, led to a decision, which was nothing short of a national revolution, that the undeveloped resources should be made accessible. The public mind was seized and provincial governments upon whom devolved the responsibility of devising the ways and means for increasing the population and development of the country. During the first decade of the new century, no other question displaced in the public imagination the importance of the construction of railways for the speedy colonization of the country.

One of our correspondents, who, by the way, is also a railway man, has been pleased to refer to the policy adopted at this stage of Canada's development as an extraordinary promotion, "upon fed by too lenient subsidies or government guarantees." But, after all, the tree must be judged by its fruit. The natural products of colonization, railways, are colonies, and the extent of the success or failure, and the wisdom of these "promotions" can be best measured by the immigration, which followed them. The results may be graphically presented in this table of figures:

New Migrants	Year	Immigration
280	1897	21716
320	1898	31900
380	1899	44543
407	1900	23895
433	1901	49149
574	1902	67379
274	1903	128364
443	1904	130331
1056	1905	146266
566	1906	189064
1099	1907	124667
514	1908	262469
1138	1909	146908
627	1910	205794
669	1911	311084
1327	1912	354237
2577	1913	402432
13064		2643198
Total miles.		Total immigration.

Who can glance over this without realizing that there is, as I said at the commencement, a very real relationship between railways and immigration? Immigration followed the new railway construction, gaining year after year additional force and, instead of the 21,716 people who came into Canada in the twelve months of 1897, 402,432 came into Canada in 1913, when the movement was at its crest. And, best of all, the records of the Department of the Interior show that the homesteaded entries, and land brought under settlement, were in proportion to immigration.

As a result of this railway construction and the consequent tide of immigration, a new spirit took hold of the country. Men ceased to talk of Canada as slow and unprogressive, and spoke of it as the land of opportunity. The road to fortune no longer led southwards, and Canada, having given her young men by the hundreds of thousands to the United States began to receive them back, and with them brain and brawn from the cities and farms of the American Republic. The industrial activities of the country were quickened. The foreign trade of the country grew, doubled and quadrupled, until today placed in diagrammatic form, it looks like a pyramid upside down.

There is an almost irresistible temptation to tell of the marvelous increase in grain production, and the growth in the output of "made in Canada" commodities. But why repeat a story famous the world over, and the experience of which is the main inspiration of the series of articles that have appeared? We learned then that immigration meant wealth production, and having only worked the surface of our undeveloped resources—with a comparatively unlimited supply of natural resources left for future exploitation—we are deeply anxious for further and greater immigration, and through it further and greater national development.

Getting To The Resources.

At the risk of being considered over-insistent, may I repeat that the

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main element in the marvellous development experienced in the past fifteen years was the railway mileage which was first extended out into the virgin lands of the prairies, and subsequently to the wooded and mineral sections of the country? The lines and sidings that lead to the mines and smelters; the lines that pass through the forests, and serve the lumber, pulp and paper mills; the sidings which were constructed into the factories and foundries; the lines to the wharves of the great inland waterways and to the ports that receive and forward the trans-oceanic commerce of Canada; these were the things that made accessible the natural resources of the country, attracting settlers from every quarter of the globe.

"But this discussion is for the purpose of preparing plans for the future," someone says, "and not for reviewing current history." But history even if it be only a few years old, contains many a good lesson for both war and peace. And in the plans which are being laid for peace-preparedness, it is necessary to first arrive at our "talking points." Settlers will undoubtedly come to us through a feeling of kinship, through a desire to share in our culture, or build up the physique of their families in our healthful climate, but the loadstone for immigration is, after all, the economic opportunity within the country.

Canada has always had keen competition for settlement, and will have keener competition than ever in the re-adjustment era after the war. Argentina, with its large land holdings and favorable tenancies, will continue to attract the surplus farm labor of Spain and Italy. South Africa and Australia have much to offer to settlers, and it must not be forgotten that these resources are now accessible. Plant food stored in Saskatchewan, might as well have been in Patagonia, until the means were devised for commercially marketing the crops of the prairies.

Just before the war, there was a lull in Canadian development, immigration fell away, production declined, and the spirit of confidence was shaken. For the most part this recession in prosperity was caused by a visitation of one of the periodical crises which are apparently inevitable to all countries and most severely felt by healthy growing countries. But in part, the reaction was due to national indignation. And herein lies a lesson that should not be forgotten in our next period of reconstruction. We

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must unify and strengthen our digestive apparatus, devising some means whereby the mists may be properly placed. A poor mechanic, with proper opportunity, may become a good farmer, just as a poor farmer may conceivably make a good miner. A farmer who utterly fails on the wheat lands of Saskatchewan, may very well become independent, cultivating with intensive methods the valley lands of British Columbia. There are opportunities for everyone in Canada, except the unemployables, but the country is so big that very often the right job and the right man fail to meet. And in a country in which so large a percentage is not native-born, the work of sorting out men and opportunities is of prime importance.

Colonists will come with little or no capital, relying upon their manual labor for sustenance; and, if they have healthful bodies and a willingness to work, they should be made welcome. But the welcome must not end at the wharves of disembarkation, if we are to prevent a congestion of the unemployed in the large cities. An efficient follow-up system must be instituted, and, in order that this may be effectively undertaken when the time comes, may I suggest that provision should be made now for a national survey or census of labor opportunities? The Census Department at Ottawa is well equipped to perform this work, and the maintenance of a permanent staff of investigators would render the Department capable of performing its important and arduous decennial activities better than in the past when it has had to rely largely upon the services of inexperienced men who were willing to accept temporary employment.

The possession of a thorough knowledge of the country's agrarian and industrial labor requirements; the wage scale, seasonal variations, and like matters, will be invaluable in the next wave of immigration, and on one more capable of doing the work of the department than trained soldiers, who are dependent upon the government for support.

Settlers with a little capital, may now take their choice of an infinite variety of occupations. They have open to them all the future of pioneers combined with the advantages of the best twentieth century civilization. Opportunities for intensive cultivation of the rich virgin soil of the valleys of British Columbia; extensive cultivation and stock-raising on the prairies of Alberta, Saskatchewan, and Manitoba; mixed farming, lumbering and mining in the timberlands of Ontario; have been made accessible to those who care to come to Canada. The great undeveloped resources of Canada are no longer a mere theme for the oratory of the spellbinder on the hustings; they are now ready to

be converted into accounts for the savings banks.

The accessibility of rich natural resources is our main talking point, but who is best capable of expressing it and working out the vast details incidental to immigration and colonization. The two activities are inseparable, if we bear in mind the necessity of building for permanence. To my mind, there should be no divergence of opinion as to this phase of the question. A great, centrally-directed government organization is alone competent to handle these problems. The first step should be a proper understanding between the Dominion and Provincial governments as to the work involved, and a co-ordination of forces which will prevent duplication of effort and secure a proper distribution of responsibility; and then the outside agencies, including transportation, must be fitted into their parts.

The experience of the past eighteen months has pressed home the value of central direction in mobilization for war, and should teach us the value of mobilization in the pursuits of peace.

As a railway man, I may have over-emphasized the place of transportation in this movement; but, I do not overlook the necessity and the value of the services to be rendered by the bank, the factory, the store, the press, the school and the church. Immigration on the huge scale suggested will tax to the utmost the organizing genius of the government and the capacity of the different forces within the country, which go to make up its national life. There is a patriotism

demanding by the State in peace, as well as in war, and it is only by a loyal co-operation of all the forces within the State that Canada will realize its destiny as a prosperous and populous nation within the Empire.

DONALD MANN.

Toronto, Jan. 31.—Toronto bank clearings for January totalled \$194,864,304, compared with last year's January, 1915, \$146,700,711; January, 1914, \$185,007,452.

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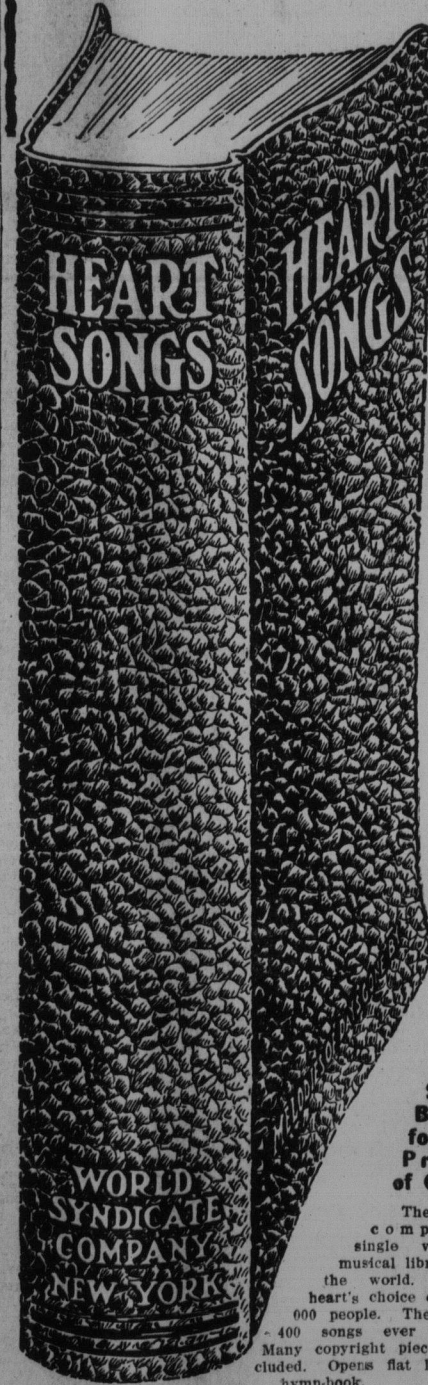
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