

From the year 1900 to 1907 the Minister of Interior subsidized the following societies which are especially charged with the work of repatriation and immigration from the United States: The Quebec and Lake St. John railway was subsidized during these years to the amount of \$25,300; the Repatriation Society of Montreal was subsidized for \$25,300; the Repatriation Society of Quebec was subsidized to the amount of \$22,000, and, by the last report, that of 1908, I see that the Department of the Interior, in order to encourage these societies has voted \$8,000 to the Quebec and Lake St. John railway, \$4,000 to the Repatriation Society of Quebec, \$15,000 to the Ottawa Valley Aid Immigration Society, and \$1,000 to the Union National Francaise.

I do not think the friends of the maritime provinces will take very much exception to the subsidizing of these societies. As has been pointed out, there are upwards of 50,000 French Canadians on the other side of the line, who would in all probability like to come back to Canada, and we take no exception to any effort to bring them back; but where can you find an instance of a subsidy being granted to any society or company or railway in the maritime provinces for a similar object? Surely this shows lack of attention to the east.

Before passing to the advantages which Nova Scotia has to offer to the immigrating population of the British Isles or of Germany or of the northern part of Europe, I wish to state that my remarks as to the policy of the late government are not in any manner whatsoever intended to reflect upon the officials of the department. The officers of the Immigration Department, whom I have met in Ottawa, I have always found to be courteous, obliging, and well versed in their work, and I have much pleasure in stating that they apparently are thoroughly conversant with the requirements of the province from which I come. But administration and policy are two different things. The officers attend to the administration and with the administration I find no fault; but the policy is in the hands of the government, and, while I would hardly go to the extent of saying that Nova Scotia has been discriminated against, I will say that it has not received the attention at the hands of the late government which its importance and needs demand.

Coming now to the opportunities which Nova Scotia offers to the resident of the motherland, they may be divided briefly into five classes: mining, fishing, manufacturing, dairying and fruit-growing. I understood that it was not the policy of the late administration to do much for the first three of these industries, and perhaps a good deal might be advanced in support of that claim; but at the same time I do not see that there could be any great objection to inserting in our advertising literature

for distribution throughout the world, the immense and far-reaching advantages that might be found in the maritime provinces for the establishment of industries along these lines. In the maritime provinces we have the resources along with ample water power and electrical power for the establishment of industries, and the government might very well put in their advertising literature something that might catch the eye of the immigrant intending to come to this country that would induce him to settle in the maritime provinces. It might perhaps be said that the manufacturing and mining interests are sufficiently well organized to take care of themselves. But with the dairying and fruit growing or the agricultural industry it is different. In neither of these quarters is the province developed to anything like the extent possible; nor is it reasonable to suppose that those now engaged in that work should of their own volition attempt to extend the production of the province by inducing others to enter the same occupation. They have neither the time nor the organization necessary, but they fully realize that an increase in their numbers would be a gain not a loss, to those already so engaged. If the apple production of Nova Scotia were trebled, the fruit would be that much better known in the western, German, and London markets and the Nova Scotia farmer would be correspondingly benefited. Here then is an opportunity to use a portion of the immigration appropriation for the benefit of the maritime provinces.

Let us look for a moment at what the people of the maritime provinces are doing in the potato industry alone. In 1901 there were 36,290 acres in the province of Nova Scotia alone under cultivation, and they produced 4,269,610 bushels. In 1907 there were 43,836 acres under cultivation, producing 8,294,097 bushels, an increase of acreage of 7,546 acres and an increase of production of 4,024,487 bushels. When we remember that it was practically the same population that were producing nearly twice as much, we are led to wonder what would be the possibilities of that province if our population were increasing so that instead of having 450,000 we had a million people there.

For we know that, as the late Dr. Johnson pointed out in a very able public address, that there are some millions of acres in the maritime provinces capable of producing farm crops not yet reduced to cultivation. It seems to me, as Dr. Robertson pointed out the other day, that with advanced methods of agriculture, such as are in use in some parts of Ontario, our present maritime provinces could increase their production by from seventy-five to one hundred per cent, even if they used only the land now in cultivation. In the