

# THE NEW IMMIGRATION

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**I**N the spring of 1926 a new era in Canadian immigration opened up. It could not be doubted by anyone who had worked for the development of Canadian population in the depressing years of the post-war period, with their records of dwindling figures of new citizens arriving and rising ones of those departing, and then been fortunate enough to stand at the wharves of Halifax, Saint John and Quebec in the opening days of the present season, as vessels arrived from Europe with capacity passenger lists, to observe the feverish bustle at the immigration sheds as the human stream poured through, and watch the long special immigrant trains roll out one after another on their way westward. Only in an intimate knowledge of the uphill work of the past seven years, of the long succession of disappointments experienced, the many obstacles encountered to be overcome, is anything like an adequate enthusiasm possible over the volume and type of this new immigration.

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It is essentially a *new* immigration. The years since the war have served to bring about a virtual revolution in nearly every phase of the matter as, actually for the first time, immigration became a public question, received the thought and attention it deserves from the people of Canada, and was realized to be of first national moment. Not the least significant occurrence of these years has been the coming round of Canadian public opinion to a practical unanimity as to the urgency of immigration, purely as the result of serious study devoted to the question. This has engendered a totally new attitude of mind towards the newcomer and his problems, which is of paramount importance in the new movement. Tardily Canada and the motherland have moved closer together in co-operative effort for the transfer of population and its settlement. Steadily new methods of securing, moving, placing, and retaining immigrants from all countries have been devised, in the realization that changed conditions rendered this imperative. It has been a gradual evolution, which reached a certain measure of completeness in 1925, and which is beginning to bear actual fruit this year.

Immigration to Canada in the years before the war might roughly be compared to a broad stream pouring into the Dominion and spreading out uncontrolled in all directions. It was a system which naturally involved newcomers thus indiscriminately turned loose in a great many hardships and difficulties, and which resulted in an inevitable wastage for the Dominion. But it was sufficiently efficient with the large open spaces to be settled and the substantial volume of immigration prevailing. As far as the vast bulk of the Canadian people was concerned, immigration just happened in those days. It was the concern solely of the government and the railways, and the general public knew little about it, beyond what they learnt from statistics appearing periodically in the press.

The war ended, and a great popular influx from Europe was expected for Canada. It never took place, largely because the trend was discouraged at the outset. Canada—unlike Australia—regarded immigration as a possible fresh problem instead of an economic remedy. We imposed the condition that the newcomer should have a considerable sum of money, which was both a deterrent and a piece of bad advertising. Later this was modified to permit the almost unrestricted entry of agriculturists and domestics. Nothing special was done to secure these classes, however, and conditions had become such as not to induce any great movement.

From the earliest days of the completion of the transcontinental railway, immigration has been very largely a transportation problem, and those most interested in it were the railways. They were vitally concerned with continuing to populate Canada because their prosperity, in fact their very existence, depended upon the steady development of traffic-producing territory, and in addition they possessed specialized forces and elaborate machinery which must be kept at work. It was realized that in conditions prevailing it was necessary to concentrate upon an essentially agricultural movement and settlement, and efforts were bent to this end.

The Canadian Pacific Railway which, in expectation of a heavy post-war movement, had organized a colonization department, most keenly appreciated the change which had come over conditions in general throughout the country, and the necessity of taking a different view of immigration. The days of a surging flow had passed, probably never to return in the same way, and in any case such an inundation was hardly desirable. There were no longer the expansive tracts into which newcomers might be turned haphazardly to work out their own salvation. There was a definite

change in the attitude of the people of the British Isles in particular towards pioneering. In the trouble and expense involved in securing an immigrant, an individual was too valuable to risk his loss through seeping away. New methods of securing population, of placing newcomers, and ensuring as far as possible that they would remain in the country and develop into satisfied, contented citizens, had to be devised. This has been a slow and painstaking process.

The term "handpicked" came into immigration parlance. Immigrants were literally secured individually and, as a precious product, moved to Canada in shepherded groups. The colonization department was alert at all times to take advantage of special circumstances, such as the distress in the Hebrides which resulted in the movement of many valuable people to Canada and their satisfactory settlement. Whenever it seemed that a few families could be moved to mutual advantage, the opportunity was seized, efforts were made to see that the new settlers were deeply rooted and made an auspicious start. A system was introduced whereby new immigration was induced to Canada for the purpose of providing farmers with land helpers for whom they had applied.

The work of immigration in this period has been aided and furthered to an incalculable extent by groups of Canadian people whose newly awakened interest in immigration matters took practical form. As a result of study devoted to the subject, and a realization of the new conditions which had developed, organizations of all kinds—national, patriotic, social, political religious—bestirred themselves for the movement of immigration classes in which they were especially interested. New societies sprang into existence for this sole purpose. Not a great deal is ever heard of such organizations as the Scottish Immigration Aid Association, Canada Colonization Association, Canadian-Italian Immigration and Colonization Association, Holland Reformed Immigration Aid Society of Canada, All Canada Settlers' Aid, Polish Immigration Aid of Canada, German Baptists' Immigration Aid Association, Irish Settlers' Aid of Canada, Hungarian Society of Montreal, Czecho-Slovak Immigration Aid Society of Canada, Eastern Townships Immigration Association, Central and Northern Alberta Land Settlement Association, and a score of others;—but their co-operation has been invaluable in the reception and after care of immigrants.

With the various channels beginning to act, and each pouring its trickle of new life blood into Canada, the railway—equally solicitous as to keeping these people in the Dominion after arrival

—directed attention to the other end of the horn, and set about turning the new popular interest in immigration and the immigrant to practical account. People actuated not alone by the national good, but also by a pride in their own locality and a desire to see it prosper and expand, had merely to have the means pointed out to them that their natural sympathy for the newcomer might take practical form.

All over the Dominion, but more especially in Western Canada, farmers and townspeople have co-operated with the railway agents in forming local colonization boards for the more intensive settlement and development of their districts, to provide a welcome for newcomers, and to exercise supervision over them. Already there are over seventy such boards in the Prairie Provinces, and others in Ontario, British Columbia, and Nova Scotia. Local boards canvass their districts to ascertain settlement opportunities in improved farms or raw lands. Farm owners having more than they can farm properly are often willing to divide their holdings and provide accommodation for a new tenant on arranged terms. Their co-operation enormously facilitates settlement and labour provision, through the wealth of knowledge they secure which it would be difficult to obtain otherwise, whilst their work of reception and after-care is invaluable.

The governments are gradually coming to express their paternal interest in newcomers in practical manner. As far as the Dominion government is concerned, a great deal was unquestionably learnt about settlement under the new conditions of the post-war period from the assimilation through the land of so many of Canada's ex-soldiers. It was unquestionably the wisest of moves to retain the organization, gradually developed, which had effected this and had acquired so much valuable knowledge in so doing. It proved its value in civil land settlement when the first tide of Hebrideans arrived, and continued to do so in the settlement and care in 1925 of the first five hundred British families to arrive under the 3,000 families scheme.

Gradually methods have been improved and elaborated until the chain of movement has been practically completed, and a system is almost perfected in which every immigrant is personally selected in Europe, is conducted to Canada, is welcomed by citizens of the district in which he is to make his home, and aided and encouraged by them afterwards. The year 1925, though of low actual immigration, was an outstanding one inasmuch as it saw the success of the experimental work of the government scheme, the permission to issue permits accorded the railways, the drastic

reduction in ocean and rail rates for selected immigrants, and the great organizing of colonization boards. These factors have combined to impart the necessary stimulus and start the tide rushing through each channel, constituting the new immigration.

Six steamships, bearing full loads of newcomers, raced the St. Lawrence and battled against the ice going down the river, to open the immigration season at Quebec. So close were they together entering the gulf that they were all able to berth in the one day, making a glorious inaugural. From morning until night the wharves were a scene of ceaseless movement and bustle, and there was feverish activity in the immigration sheds. A human stream flowed steadily down from the inspection above, and the day was punctuated by the departure of special trains. It furnished an excellent opportunity to get a comprehensive insight into this new immigration.

An immigrant has at all times been practically assured of entry into Canada before he arrives, and the system of to-day renders this even more certain. The examination of really outstanding importance, which is the medical, is performed before the immigrant embarks, and he is subjected to another on board the vessel by the ship's doctor who makes his report to the immigration officer. Final medical examination is very brief, and the percentage of rejections on such grounds is infinitesimal. Those unfortunates who have contracted diseases on the voyage and have been detected by the ship's doctor never leave the vessel, and are transported both ways at the expense of the steamship company. Where the steamship company has brought out an immigrant who, for any reason, should have been refused, it is subject to a fine by the government.

The landing shed comes right down to the edge of the wharf, so that the lower end of the gang plank is inside it, and the new arrival is never for an instant exposed to the elements. As the immigrants step ashore into the landing shed, they are guided into a passage which leads up an incline to the examination room. It is productive of various emotions in the beholder to see this band of hopefuls pouring down the gangway, spreading out, being formed up together again by officials, and then toiling upwards weighted down with all manner of hand baggage. Whilst yet they are coming down the gangway, the heavier luggage is going over the side and moving into the shelter of the Customs shed.

The examination room is arranged for expedition, and to subject the immigrant to the least possible delay and discomfort. He enters the room at one end, and in the space of a few minutes

is at the other, accepted for Canadian citizenship. Several long, wire-enclosed passage-ways run the length of the hall, and through these the immigrants file past the inspectors. The examinations, medical and civil, occupy merely about one minute each, and about three hundred and seventy-five immigrants can be dealt with in the course of an hour. When they have reached the further end of the room, all worry about entrance into Canada is at an end, and all that remains to be done is to make preparations to reach the particular part of the Dominion for which the immigrant is bound. He descends to the waiting room below.

This is a large hall running the full length of the building, electrically lighted, steam heated, and well ventilated. It is fitted out with wall and central seats, and has a comfortable seating capacity for three hundred persons. Every consideration has been given to the comfort and convenience of the newcomer, and he can make every arrangement there for continuing his journey farther west without going outside the building. Officials only are permitted in the building, and the immigrant sees no one else until he has departed. Thus opportunities for exploitation of any kind are obviated.

The new arrivals, may even suffer from a plethora of advice and assistance. There are representatives of the various religious bodies and friendly societies, in addition to government and railway interpreters, and government and railway colonization officials. There is a modern nursery run by the Canadian Red Cross under an expert nurse, which provides food for children and electric stoves for its preparation. Parents may leave their offspring there whilst securing sustenance themselves. At the very fine restaurant managed by the Dominion government, a substantial meal is provided for thirty-five cents.

Provision for the railway journey is easily and conveniently made. Practically all immigrants are now ticketed through to destinations from their European points of departure, so that all they require is to have their railroad tickets validated at the railway booths which are in the same hall. With this done, they pass on to another part of the same building, where the baggage from the steamer's hold has been arranged under initial letters so that it is identified without difficulty. There are numerous Customs officials to each of whom is attached a railway baggage man, and it is a matter of only a minute or two until the luggage is examined and checked and the immigrant's worry on this score ceases.

The only remaining thing to be done before boarding the special trains and continuing west is to stock up with food, if such

is the immigrant's intention. Formerly there were frequent complaints of the excessive prices immigrants were forced to pay for commodities there, but the store has been taken out of the hands of private enterprise and is managed by the government which sells everything to the new arrival at cost, so that the immigrant can stock up cheaper than the housewife in Canada can purchase. Altogether, the immigrant is seldom more than two or three hours at the immigration sheds.

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Roaming about the big hall as the human stream pouring down from above packed it ever denser, getting into conversation here and there with the new arrivals who are only too anxious to talk to someone who knows this strange land, one comes to realize in a very comprehensive way the various methods of Canadian immigration and land settlement in operation now, and the equable manner in which these newcomers, pioneers of a newer era, move from their old homes and are planted in the new.

There were several British families destined for farm settlement in various parts of the Dominion under the Dominion government's three-thousand-family scheme. Two typical families, with nine children between them, moved inseparably about the hall, from ticket booth to nursery and from store to restaurant—always together, so that it was impossible to tell whose progeny was which. The men were typical agricultural workers, and their wives plainly inured to the tasks of the farm. The children were a sturdy, healthy lot. The two men had grown up together in a lovely section of Leicestershire, had married girl friends they had known from boyhood, had farmed adjoining small holdings, and taken their produce in together to the local markets. They were enthusiastic over the prospect of the larger farms they were to be placed upon in the Saskatoon area, but consumed with anxiety to know whether they would continue to be neighbours.

Close by, very diminutive, but by no means abashed on that account, Mrs. R—was making her way to the nursery, trailing—there is no other word for it—seven of an offspring. She talked as she passed the sponge from one soiled face to another, and the nurses proceeded to fill the mouths as soon as they were cleansed. A year before her husband, discouraged at his prospects in Ireland, had gone to Western Canada under the railways' farm labour scheme, and had secured farm work. After a year's steady toil, he had taken a farm of his own in Alberta which was all in readiness for his numerous family. He was going to meet them at Winnipeg.

"My troubles will be over when I get there", said the brave little woman, shepherding her offspring in the direction of the train.

There were numbers of obviously English, Scottish and Irish youth standing about the hall, in groups congenially formed on board ship, cheery and optimistic, but impatient to be off and launched upon the great adventure. They were moving to farms in both Eastern and Western Canada, under the farm labour services of the Canadian railways. In response to circularization in the winter months, farmers designate their spring and summer labour needs, specifying age, nationality, experience, etc., and the railways endeavour to fill these through their agents in the British Isles and preferred European countries. Each of these young men had been assigned a position on a farm before leaving the Old Country, and had left for a settled destination with assured employment awaiting him.

A subtly different group of young men was standing apart surrounded by luggage—a group to which, in spite of the rumples and stains of travel, one immediately applied the term "public school type." They were, in fact, boys from English public and secondary schools, come out to Canada under a scheme cooperatively devised by the Canadian Pacific Railway and Macdonald Agricultural College, to prepare themselves for agricultural careers in the Dominion. They were being met by a young professor of the college, who had been officially appointed big brother to them. He would supervise their brief preliminary training at the college, practical and academic, find positions for them on selected Quebec farms where they will work for the summer and study the branches of farming in which they are most interested and which they intend adopting, and visit them periodically to see that all is going well with them. At the end of the fall, with additional practical experience, they will return to the college to continue their studies.

Another young man joined them, in whom they immediately appeared to become strangely interested and, surrounding him, they bombarded him with questions. He was one of the original "Hoadley Boys", brought out under a scheme introduced by the Minister of Agriculture for Alberta. He learnt farming with this pioneer band of English secondary school youth at the Agricultural College at Vermillion, and graduated into farm labour on a Central Alberta farm. He not only determined to stick to agriculture, but fell in love with the district in which he was working. He had been back home for the winter, persuaded his father that he was now capable of running an establishment of his own, and induced him to part with the wherewithal to purchase the half section of



his choice. The transaction had been completed by mail, and he was on his way out to commence operations upon his farm.

One could not help but feel the brogue, as arrivals from another vessel streamed down the stairway from the inspection above. Enquiry elicited the fact that these stalwarts constituted a party of some twenty families come to join the "Clan Donald" colony in Alberta, which has been described as the most progressive step yet taken in Canadian land settlement. Last year the Scottish Immigrant Aid Society co-operated with the Overseas Settlement Board in the purchase of a tract of 30,000 acres in the Vermillion district of Alberta. This it divided into one hundred farms, fenced and with well dug, erected a barn and house on each, broke an acreage for sowing, and purchased horses and other stock and machinery for the incoming settlers. Fifty-two families brought out by the society in 1925, and trained in farm work in the Red Deer district, formed the nucleus of the colony. These twenty families constituted the first contingent of the 48 to arrive in 1926. They formed a strong and healthy group. The men had all been farm labourers or owners of small farms, and their wives were the helpmeets one would expect them to be. They seemed to be entirely surrounded by very young children, and in fact the average offspring to each family was over six. One husband and his wife were busy shepherding a brood of nine, and there was more than one with eight and nine apiece.

Several "strays" encountered here and there, belonging to no particular group or scheme movement, were coming to Canada under the system of nominated passages, which is applicable only to the British Isles. John S—, a sturdy, good-looking young Englishman, was a typical illustration of this system. He had been living in a town of the Midlands, and had encountered pretty hard times since being discharged from the army, ending with a prolonged spell of unemployment which made him nearly desperate. He had recollected a cousin who had a farm in Saskatchewan, and got into communication with him. As a result, the latter had "nominated" him, thereby assuming certain responsibility for his relative and assuring him employment on his farm. This enabled John to secure the advantage of the cheap rate to Canada and his Saskatchewan destination.

Many of the foreign immigrants at the shed had moved from their old homes and were going to new ones in the Dominion under the arrangement of prepaid ticket, which is somewhat similar in operation. A relative or friend on a farm in Canada desirous of bringing him out to help him, but knowing that he had not the

funds for the journey, had purchased a ticket from the railway agent, guaranteeing that the man applied for would be employed by him on his farm. Railway authorities sent the ticket to Europe, where the man in question was notified, a permit issued for his movement, and in due time he had arrived and was on his way to join his relative and work out the cost of his transportation.

Several parties of farm labourers, made up of many nationalities, moving together from the sheds to the train, demonstrated in illuminating manner the valuable work in immigration being performed by local colonization boards. Relieving the railways of the task, which they can accomplish so much better, these organizations had canvassed their districts for farm help and domestic requirements, and passed a blanket order on to the railway. The transportation authorities had cabled overseas, where agents in various countries had busied themselves in securing the number and class of workers required. They had been formed into the requisite parties and forwarded at the time required, all going to settled destinations, and being assured of reception and immediate placing in employment.

With the exception of a few individual land prospects, the entire movement seemed to be by group of some kind. A party of Irish agricultural workers and girls for domestic service was moving to Edmonton, to be placed on farms by the organization of Archbishop O'Leary which had moved them. A party of youths, who had received certain farm training at the new training centre of the British government at Claydon, was moving to Toronto to be settled on farms by the provincial government officials. Fifteen boys between the ages of fourteen and seventeen, of very fine type, personally conducted across the ocean, were to be passed on to the British Immigration Aid Association at Montreal, whose charges they will remain, after being placed on selected farms in Eastern Canada, until reaching the age of eighteen. A party of some nine Dutch agriculturists, destined for farm work prior to purchasing land for themselves, was being escorted by a railway official from Rotterdam to Western Canada, where they would become the charges of the Holland Colonization Board. Some sixty Belgians had arrived under the auspices of the Quebec government for settlement in the French Canadian province, and a party of Swiss would be placed on Ontario farms by provincial officials. There were numerous smaller groups for which societies which have sprung into existence in the post-war years were responsible.

The evident state of mind of all these newcomers was very different from that of a similar aggregation in the immigration sheds before the war. There was not the doubt and uncertainty, the vagueness of prospect, the dull wonder what was to become of them. Every newcomer was peculiarly the charge of someone, or of some organization. He knew just where he was going, and that there was employment waiting for him there. They massed round the entrance to the train platform, looking confidently forward to the new life opening up for them.

As far as the railroad journey is concerned, a vast improvement has been effected in recent years in the accommodation and facilities for immigrants and general provision for their comfort on the journey west. Soon after the arrival of the steamship the special trains pull in at the platform immediately alongside the immigration sheds, and the traveller steps directly from the shelter of the building into his coach. In the active immigration season there are usually two immigrant trains to a steamship, the one taking newcomers who are bound for points in Eastern Canada on to Montreal where they transfer, and the other going direct to Winnipeg with those for Western Canada.

The coaches used by the Canadian Pacific Railway on immigrant trains are colonist or stripped tourist cars. Seats are well padded, making for pleasant day journeying, and at night when pulled out they make a comfortable bed. The upper berth, which pulls down in the same manner as in a standard sleeper, is not usually required for night rest, but forms a convenient depository for the immigrant's voluminous baggage, food supply, etc. Each coach is fitted with a small kitchen at the end of the car, with a stove and a supply of coal and charcoal. The maintenance of fires in these is the duty of the train crew, and passengers may make tea or coffee, or do other light cooking. At each divisional point fresh coal and charcoal, as well as ice and water, is put aboard, whilst a staff of men thoroughly sweeps out and cleans the train. Feeding arrangements on Canadian Pacific immigrant trains have been constantly and steadily improved, until little seems to be left to desire in this particular. Every immigrant train is supervised by an inspector of the dining car department, who has complete charge of food supplies and feeding arrangements, and whose duty it is to see that passengers are properly treated in this respect and reach their destinations satisfied. He is assisted by a cook and three news-agents. One of the latter is on duty all the time at the store which the train carries and which contains practically everything which might be demanded in the way of

foodstuffs—corned beef, bologna, cheese, sardines, fruits, jams, cakes, doughnuts, as well as ice cream, tobacco and cigarettes.

The inspector wires ahead to divisional points his requirements, so that he is never more than four hours away from fresh supplies. In this way there is always ample provision on the road of fresh bread and milk and other perishables. The other two agents are ceaselessly moving through the train with these commodities, and everything is taken to the passenger in his seat. All provisions are sold at prices which compare very favourably with those in Canadian retail stores. With a special regard for the continental immigrant, the cook on board is kept busy preparing a concoction which is popularly known as "goulash"—in reality a thick Irish stew with continental flavoring. At meal times one of the news-agents takes a steaming caldron of this through the train, whilst the other accompanies him with the bowls. A large bowl of this stew is sold for 25c., which with a large section of bread at 5c., and a cup of coffee 5c., makes a substantial meal for 35c.

In addition to these feeding arrangements on the train, immigrant travellers may eat at the restaurants which have been provided at division and other points along the line, where a stop of twenty minutes is made for the purpose. With the ability to purchase, which is practically general under the systems of movement to-day, the immigrant certainly need never go hungry. The inspector, too, has a kindly, observing eye. It has been known, where he has noted the mother of children not purchasing milk and other necessities to what he considers a reasonable extent, for these to make a mysterious appearance in their seats, to be debited to some unknown account.

Altogether, there are a good many persons on an immigrant train concerned solely with the well-being of the travellers and their comfort. In addition to the operating crew and that of the dining car department there is always a representative of the Department of Colonization and Development, acting as a sort of foster parent, to furnish information and aid of any sort, and answer the thousand and one questions which the journey suggests to the new arrival. With each train also, supplied by the Dominion government, is a travelling woman inspector who takes charge of all unaccompanied girls on the train, safeguards them along the way, and makes sure they are met at destinations by the people they are coming to join. An imposing personage on each train is the tall constable in the uniform of the Canadian Pacific Railway, his mere presence imposing a restraint upon possible excessive

animal spirits. There is no record, as far as can be ascertained, of his being called upon to exercise any of his sterner prerogatives.

A train journey across the continent with immigrants to-day is a very cheering experience, and one calculated to develop or augment optimism in one fortunate enough to be able to accompany such pilgrims. First impressions mean a good deal at this time, as they will have a more marked effect later on. These newcomers have been received with all possible consideration, and they travel in every reasonable degree of comfort. They react remarkably to these factors. Usually they have few illusions left as to what they have left behind them in Europe, and there is no irritating doubt as to the wisdom of the step they have taken. The future holds no terror or apprehension, for responsibility has been entirely removed from their shoulders, and in every move that they make they are guided as somebody's charge.

An immigrant train constitutes one big and uniformly happy family, as bonds formed on shipboard are tightened by the intercourse of the railroad journey, and friendships cemented by knowledge of a common enterprise and purpose. Every hour of the day is replete with incident and episode. It is a moving experience to stroll through the train in the quietness of the early morning, between sleeping men and women in all sorts of grotesque positions, and groups of slumbering children curled up like care-free little puppies. Shortly, as if at a given signal, the entire juvenile content seems to waken together and, alert and eager for what the day may bring, is standing in night attire at the windows, curiously absorbing the passing landscape. A little later and everyone on the train is stirring. There is a rush for the stove, and the aisle becomes impassable with parents dressing and washing their offspring. The coach is alive with bustle and chatter as the news agent comes through on his first trip and breakfast gets under way. It is a day well begun.

Noise and movement never cease until night closes. The day is naturally full of interest to the newcomer, who is meeting on every hand conditions totally unfamiliar to him, and busily receiving and sorting new impressions. Good fellowship exists among the travelling families, and their principal entertainment *en route* seems to be an exchange of these impressions. There is a continual exchange of visits between families settled in different parts of the train, particularly on the part of the juvenile element. Meal times and a stroll upon the platform at divisional points punctuate the long hours. Periodically the inspector in charge of the feeding, the colonization man, the lady inspector, even the good-natured

constable, stroll through to see that everything is going all right. Night arrives, the berths are pulled out again, and quiet settles once more over the rushing train.

Where parties of farm workers are travelling to western destinations, agents of the colonization department of the railroad come from Winnipeg to meet them at Port Arthur and travel through with them. This is to assure definitely the placing of all at once. Where a number of men have been applied for in a certain district, advice may be received that the progress of land operations will not permit their immediate absorption, whilst another section is in urgent need of help. A re-ticketing is effected on the train, and all workers as they arrive at Winnipeg are cleared to points where they are to work on the same day. Where a farm labour party bound for a certain district or colonization board is large enough, a conductor from the railway colonization department accompanies it all the way. At Winnipeg families for settlement under the government scheme are passed over by the railway authorities to the officials of the Land Settlement Board, whose charges they henceforward are. Other families, with a certain amount of capital, who may be desirous of purchasing or renting farms, are directed to the Canada Colonization Association, a non-profit sharing organization which exists for the purpose of settling improved and partially improved lands and, working hand in hand with the colonization boards, has a wealth of valuable information available.

The new note which has been struck in Canadian colonization and land settlement is most strikingly evident when these workers or families reach their rural destinations. Notice of their arrival has been wired ahead by railway officials to the colonization boards. Reception committees receive and welcome them, and they are driven out to farms they are to occupy or upon which they are to work. In marked contrast with the conditions which faced land settlers a few years ago, these new pioneers find everything in readiness for them,—the house stocked with provisions by kindly neighbours, even a fire going and the kettle singing on the stove.

The new note is pronouncedly marked too in the after-care of the settler,—an entirely new phase of Canadian land settlement. It goes without saying that after such reception neighbours are going to do all possible to aid and encourage the newcomer, nurse him on to success, and combat any tendency to fall away and become lost to the district. This aid, through the organization of the colonization boards, is possibly the most valuable work performed in the after-care of settlers, though the respons-

ibility by no means rests entirely upon the neighbours. The Dominion government has hundreds of inspectors in the western provinces supervising its charges, helping them over the first hard places, and planting their feet definitely in the path leading to farm independence. At least twenty-five per cent of the western colonization staff of the railway and of the Canada Colonization Association is engaged in the same supervision, determined that a settler secured and placed at such pains and expense shall be given every opportunity of success.

This is the new immigration, the first waves of which are being experienced this year. It is the evolution of the depressing post-war years in which there seemed to be so little being accomplished. It is the result of the best thought devoted to the subject, ceaseless and untiring effort in organization which has been slowly leading up to this point. Canada may not be experiencing the flood of immigration she once knew; but everything that can be thought of is being done to keep those immigrants she does secure, to place them where most needed and likely to give best account of themselves, and to plant their feet firmly in the path leading to satisfied and successful citizenship.