

18.—Returning Canadians and Other Non-immigrants entering Canada via Ocean Ports, by Class of Travel, fiscal years ended Mar. 31, 1927 and 1928.

Description.	1927.			1928.		
	Saloon.	Cabin Class.	Third Class.	Saloon.	Cabin Class.	Third Class.
Canadian-born returning.....	3,956	6,807	5,454	2,014	5,887	5,912
British-born returning.....	769	5,054	11,226	391	3,891	12,636
British naturalized returning	558	1,168	1,693	224	886	1,619
Alien nationals returning.....	93	536	1,772	71	344	1,544
Non-immigrant tourist.....	1,908	5,086	2,351	1,297	4,720	3,676
“ professional.....	7	19	6	1	—	—
“ student.....	43	36	11	16	29	21
“ theatrical.....	1	45	17	—	39	26
“ in transit.....	1,486	1,359	332	1,081	1,301	294
<b>Totals.....</b>	<b>8,821</b>	<b>29,116</b>	<b>22,862</b>	<b>5,695</b>	<b>17,137</b>	<b>26,728</b>

### Section 2.—Immigration Policy.

The crest of the wave of immigration into Canada was in the years preceding the Great War, when the total immigration reached 402,432 in the fiscal year ended Mar. 31, 1913. This movement was largely due to the policy of giving free government lands to those who would undertake to live upon them and perform certain residence and development duties and to the opportunities for all classes of labour in railroad and other construction work. The homestead entries for the period of the fiscal years 1901 to 1914, inclusive, numbered 434,862, and represented the enormous area of more than 70,000,000 acres of fertile land in the provinces of Manitoba, Saskatchewan, Alberta and certain portions of British Columbia, granted free to settlers as an inducement toward the development of the country.

The war interrupted the flow of immigration, and with the return of peace new conditions called for new policies. First and most pressing of these was the problem of re-absorbing into civil life the hundreds of thousands of returning soldiers. The realization that Canada had been somewhat optimistic in its railway undertakings had also been borne in upon the public, and immigration policies had to be so shaped as to avoid the necessity of further railway construction on a large scale at any early date. This meant that free government lands, of which millions of acres were still available, but mostly in districts remote from railway services, ceased to be a magnet. With the ordinary channels of employment filled with returning soldiers, and free government lands located at such distances from railways that settlement upon them could not be generally encouraged, the Department of Immigration and Colonization found it necessary to restrict its activities almost exclusively to those who were in a position to buy land, or were prepared to take farm employment, and to household workers. This strictly selective policy, combined with certain restrictive regulations which were a natural aftermath of the war, and other conditions such as the high cost of transportation and the depreciation of European currencies, resulted in a relatively small movement of immigrants to Canada in comparison with the great numbers admitted during the years from 1910 to 1914.

During 1923, on account of the return of prosperity and the absorption of surplus labour, it became increasingly evident that popular opinion in Canada favoured a resumption of immigration activities on a considerable scale and the Government announced its intention of encouraging the migration of the largest