

EX-PREMIER DRURY OF ONTARIO WRITES INTERESTINGLY ON OUR POPULATION PROBLEM

"Our present immigration policy, based as it is on the one idea of seeking, encouraging and aiding farm immigrants only is, and must remain, unsatisfactory, unscientific and futile." These are the emphatic words employed by the Hon. E. C. Drury in the third of his series of articles "Our Population Problem" which appears in the October 11st issue of MacLean's Magazine.

He continues:

"That it is unsatisfactory, the criticism it has drawn from a dozen sources is sufficient evidence. It is unscientific in that it is based on a tradition instead of on the recognition and appreciation of present circumstances. That it is futile is abundantly proved, not only by the statistics of the growth of farm population, but by the evidence submitted during the inquiry made last session by the Committee on Agriculture and Colonization of the Federal Parliament. To this, in conclusion of this phase of the question, shall now refer.

"The inquiry made by the Committee was certainly long enough to be thorough. It touched on every essential phase of the question. It made an exhaustive inquiry into the working of the present machinery of immigration. Before it appeared, numbers of witnesses, from officials of the Department and officers of organizations engaged in bringing out immigrants, to clergymen, and presidents of railways. There is no question as to the good faith of most of the evidence submitted, though, of course, here and there, as was to be expected, it appears that a witness, or a member of the Committee, was not averse to making a little innocent political capital on the side. From the great mass of the evidence submitted, several things stand out clearly.

It is apparent that a most energetic, persistent and efficient campaign is being carried on in Great Britain, in the United States, in such of the preferred European countries as will permit it, with the purpose of getting farm immigrants—if the birds don't throng our doorstep it is certainly not for the lack of whistling on our part. In earlier migrations it was the courageous, the strong-minded who came. Now it appears as though only the strong-minded would be able to resist coming. In this good work, this bustness of 'selling Canada,' all sorts of agencies take part—the Department of Immigration, the railways, the churches, various patriotic and philanthropic organizations. It is impossible to question the sincerity of purpose, the energy, put into this work. Yet the results are disappointing. Farm immigrants are not forthcoming in satisfactory numbers. The work is discouraging, difficult. Even when you have got your man hooked the least little thing seems sufficient to turn him back. It is hard and unsatisfactory work.

"Not only is agricultural immigration from Great Britain solicited, it is assisted to a very considerable extent. For instance, under the Assisted Passage scheme, the cost to an immigrant of transportation from Liverpool to Toronto, including berth and meals, is \$15.54, and \$20.52 from Liverpool to Winnipeg. Children under seventeen years belonging to such families receive free passage. These remarkably cheap rates are made possible by an arrangement between the Governments of Great Britain and Canada.

"The 'Three Thousand Family Scheme' is another plan for assisted settlement. Under it, 3,000 British families are being placed on farms acquired by the Canadian Government for soldier settlement, a considerable loan being supplied by the British Government for the purchase of stock and equipment, and selection, settlement and supervision being undertaken by the and Settlement Branch of the Canadian Immigration Department. It may be significant that the recent Committee, in its report, has this to say of this form of assisted settlement: 'The Committee, having heard the evidence in connection with the experiment of the Three Thousand Family Settlement Scheme, now almost completed, recommends that time be given to test this form of land settlement before embarking upon extended schemes of this character.'

Some Suggestions.

"But, if the Government were to listen to some of the advice tendered it, a great deal more assistance would be given. Mr. C. A. Magrath, head of the Ontario Hydro-Electric Commission, advocates the direct financing of settlers by the Government. Dr. W. J. Black, of the Immigration Department of the Canadian National Railways, puts forward a scheme for a fund out of which money could be loaned to farmers without interest, for the erection of laborers' cottages on their land, to the end that married men may be employed the year round. Faced with the problem of what to do with these cottages when, as frequently happens, the farmers, through the growing up of his own sons, no longer needs permanent help, he proposes to move the cottages where they are needed. Mr. McAlister, to whom we have already referred at length, proposes to attain the same end by having the Government embark on a programme to build ten thousand laborers' cottages, each with an acre or two of land, 'scattered throughout the country,' these cottages to be supplied rent-free to married farm laborers. Asked what he would do with these laborers, having in view the 'great handicap of seasonal occupation', he replied: 'The family would have earned sufficient money (in the summer) to carry them through the winter. Their food is not costing them anything, outside of what little meat they eat; their cottage does not cost them anything, so where is the expense?' Of course Mr. McAlister forgets that a family situated as these would be, could not be expected to supply itself with much in the line of food beyond garden vegetables and potatoes, and possibly eggs and milk, though for the production of the latter they would certainly have to purchase some grain. Flour, sugar, groceries, to say nothing of clothing and footwear, must be provided to a greater extent in winter than in summer. Even if the cottager were lucky enough to find sufficient fuel to keep from freezing he would still have a sizable budget to provide for.

"The trouble with all these proposals, all this well-meant and really efficient propaganda is this, that they leave out of consideration the basic and fundamental fact that immigration is an economic phenomenon, and that, in spite of every aid that may be devised, it cannot take place successfully unless economic facts warrant it. In other words, unless the migrant can sufficiently improve his economic position by migrating to recompense him for the hardship and toil, the breaking of home and community ties, the transplanting and re-rooting with all that it involves, he ought not to, and in most cases he will not migrate. If he can so improve his position he will migrate, and his migration will be of the most successful sort, benefiting both himself and the country of his adoption.

A Huge Futility.

"This evidence merely bears out from another angle the conclusion we have already reached, namely that the present immigration policy is a huge futility. The desperate, indeed almost frantic, efforts that are being put forth to obtain farm immigrants, the smallness of the obstacles that turn them back, and the superficial nature of the schemes proposed as aids to land settlement, all bear this out. We may as well face the facts. Farm settlement has for long marched in the van of Canadian growth and development. Under present conditions it can no longer take this place. The time has come when the primary factor of national growth must be sought in another direction.

"In saying this, it must not be understood that I am finding undue fault with the present Government, or the present Minister of Immigration, Mr. Forke. There is no indication that the Government is not giving the fullest and most energetic support to an aggressive immigration programme, conducted, however and of course, along the traditional lines. There is not a shred of evidence to support the charge that Mr. Forke is hostile to, or careless of, British immigration. Indeed everything shows that he and his department are straining every nerve in an effort to get just this sort of immigrant. That they are not successful

FELL FROM MOVING TRAIN WAS UNHURT

Thrilling Experience of a Sleeping Car Porter at Levis, P.Q.—Met a Bear on the Rails.

N. E. Smart, Canadian National railways sleeping car porter on the Ocean Limited between Montreal and Halifax, had a thrilling experience on Wednesday night which he will not soon forget. Smart was attending to his duties on one of the cars of the east-bound train, and when a little this side of Levis, Quebec, he discovered that some one had turned off the electric light in the vestibule of his car. Going out on to the platform to fix the light he stepped off the main platform toward the collapsible section which hinges against the side of the car and is closed when the train is in motion.

Unknown to the porter this collapsible platform had also been raised, so that when he stepped in that direction he stepped, to use his own words, "on air", and slipped down the steps, underneath the door and out of the train. There was a high embankment where he struck the ground and he rolled to the foot of this. That he was not seriously injured in falling from the swiftly moving train is little short of miraculous, but he was unhurt except for a severe shaking up and a bad bruise on one knee.

Picking himself up, Smart started to walk back to Levis, his shouts when he felt himself falling have been unheard by any one on the train. When about halfway back, he says he met a bear, and thinking discretion the better part of valor he gave a wide berth. "I sure was scared", said Mr. Smart in relating his story. Finding that walking along the track was hard work, Mr. Smart climbed a hill and searched until he proceeded. He endeavored to flag a motor car on the highway, in order to get aid back to town but "With my white coat on I guess they thought I was a ghost" said Mr. Smart, "and instead of stopping to pick me up they all stepped on the gas and went right by me".

Reaching the town about three o'clock in the morning Mr. Smart waited until the Maritime Express came along, and boarding it he proceeded to Montreal. He arrived in Montreal on the Montreal train this morning, none the worse for his adventure and thankful that nothing worse than a series of bad scares had happened.

FOOTBALL

New Brunswick

Interscholastic League—
Rothsay Collegiate School, 3;
Saint John High School 14.
Exhibition—
Trojans 4; U. N. B. 16.
Acadia 0; Dalhousie 0.
Upper Canadian
Senior Intercollegiate—
University of Toronto 10; Queens 7.
Inter-provincial Union—
Montreal 8, Ottawa 10.
Hamilton 6, Toronto Argonauts 0.
Ontario Union—
Camp Borden 18, Hamilton 8.
University of Toronto 4, Kitchener-Waterloo 5.
Senior Exhibition—
Balmy Beach (Dominion champions) 7, McGill 6.

ful is due neither to lack of zeal nor efficiency, but to the impossible nature of the task they are supposed to do. Mr. Forke himself is probably as good a Minister of Immigration as Canada ever had. He is wise, firm, kindly, and having been an immigrant settler himself, knows the question from the bottom up, and in a way impossible except as the result of the experience he has had. The fault lies, not with the Government or the Department, but with the traditional policy.

"It is clear, however, that if progress is to be made, the traditional policy must be abandoned and a new one, more in accord with present circumstances, be developed. I believe such a policy is possible. My thoughts as to what this new policy should be, and how it may be developed, I must, of necessity, leave to my next, the last article of this series."

SOVIET RUSSIA LAGS IN WAR ON RELIGION

Moscow, Oct. 6.—Soviet Russia's efforts to suppress the worship of God have steadily lost vigor. Indifference and tolerance have replaced the intense propaganda against ecclesiastics which marked the early

stages of the revolution.

The movement has progressed through three distinct periods. The first consisted of violent attacks on the Russian Orthodox Church at a moment when it loomed as the gravest immediate menace to the new born state; second, was a period of milder suppressive measures; and finally, indifference toward the practice of religion by the older generation while concentrating on the spread of atheistic and materialistic doctrines among the youth.

As years passed the religious cleavage in Russia gained clear outline. The elders in the families clung tenaciously to tradition, piety and the densest superstition but the members of the younger generation have been carried away by the anti-religious spirit of the times.

"Where is Utopia?"

"Any summer hotel man will send you a booklet."

THE YEAR OF HOMEGOING.



The reaper thresher garners a bumper crop, and the man of the west contemplates the golden stream as it poured from wagon to conveyor. (Inset)—On the Duchess of Atholl, homeward bound.

There has been a record crop. The West will continue to flourish. In a thousand cases, a few years of struggle with nature has been rewarded. And what will it mean? more roads, more cars, more machinery, more streets and stores and homes and radios. A brisker trade, more industrial activity in the east, more shipping and more car loadings per mile. More wheels turning all over the country.

But the man whose labours by the favour of Providence has been mainly responsible for all this. His threshing done, he has time now to think of other things than wheat and rain and frost and sun and harvesters, and the rail and steamship companies are anticipating his thought. In a few weeks now, there will be a feverish packing of bags, a collecting of the children, a donning of new hats and shoes and a rush for the trains.

This, say the transportation officials will be the year of the home-going. The English, the Jersey Islanders, the Scotch and the Irish and the Continentals too. The Canadian Pacific officials foresee so great a trek, that they have already planned many special trains out of the West, and many steamship sailings which will facilitate the movement and ensure Christmas and New Year's with the old folk and an inexpensive journey in comfort and luxury.

The Minnedosa will give the more fortunate ones a sailing from Montreal on November 28 for Glasgow, Belfast and Liverpool. On the seventh of December the Metagama and Montclare will sail from Saint John, one for Cherbourg, Southampton and Antwerp and the other for the Liverpool run. The Melita, sailing on the fourteenth, will stop en route at St. Helier with a large number of home-going Channel Islanders and the Duchess of Atholl sailing on the fifteenth will take the last of those going home for the Christmas via Glasgow or Liverpool. The sailing of the Montclair on the twenty-first is for those to whom New Year's means more.

Just to illustrate to what great extent a good western crop effects industry; one printing establishment was kept busier than usual for some time printing an extra order of Canadian Pacific travellers cheques and money orders. These will, an official said, be sent or carried by homegoers to practically every quarter of the civilized world. Whatever the world crop conditions may be, the Canadian crop will be appreciated almost wherever men eat bread.