

DECLARES IMMIGRATION WOULD ASSIST BUSINESS

Hornby Declares Increased Population Will Mean Greater Purchasing Power For Canadians

(By M. L. Hornby, Reprinted from The Vancouver Daily Province of December 12, 1936.)

The prime level of agricultural products depends to a great extent on world conditions. General financial conditions, and the volume of employment the world over, seem to be ruling factors in the agricultural price level; for the purchasing power of the masses of workers is governed by the volume of employment and the financial remuneration therefor. The chief world problem of today is how to increase the purchasing power of the masses of workers. Insofar as Canada is concerned, the purchasing power of the workers is not likely to be restored until we turn our attention once more to our old population objective of 25,000,000 and carry on with our national development on the old lines. Increased immigration is therefore the remedy.

In spite of the undoubted difficulties of our farmers under present conditions there are no grounds for assuming that a good average farmer can not, over a period of years, make a good and safe livelihood on the land. A great deal depends, of course on the locality where he is established, on its suitability for 'subsistence' agriculture, on whether the right type of farming is adopted, and on whether his financial position is such as to give him "elbow room."

Room for Increase

We must not be misled by the fact that many of our farmers have, in past years, established themselves in localities where, on account of climatic conditions, "mixed farming" can not be practiced. Nor must we attach undue importance to the fact that in certain parts of Canada—but in a relatively small proportion of it—drought and pest conditions have militated against success in farming during the past few years. We must bear in mind that there is still room for a large increase in the agricultural population of many of our best proved "mixed farming" districts. Nor should we be influenced against further immigration by the extraordinary difficulties which many—but by no means all—of our farmers have had to contend against during the past six or seven years, due to "pre-depression indebtedness." This condition, and the difficulties arising from it, are abnormal and will pass; they do not affect the permanent agricultural value of our land; nor will they stand in the way of the average farmer located in a proved "mixed farming" district, continuing to make a fair livelihood off his land in the future, as he has done in the past.

Settlement Plan Needed

I am not, of course, advocating the immediate immigration of large numbers of people into Canada. I realize fully that no such immigration is possible until previous preparation on an ample scale has been made for the newcomers' proper establishment in self-supporting homes. I realize, too, that such preparations requires much organization and time. What I am advocating is that a definite plan of settlement should be formulated now, and that the essential preparations should be taken in hand without delay. The carrying out of the essential previous preparations will call for new goods and services on a great scale; will distribute large arms of

new money in payment therefor; will give impetus to new manufacturing; will create new employment; and will act generally as a fillip to business throughout Canada.

An early resumption of immigration will benefit farmers and labor in common with all other classes in the community. Moreover, there are other factors in our national economy which demand imperatively that we should set about increasing our population without delay—the burden of taxation and the extremely precarious financial position of our railways. These questions have been fully dealt with elsewhere; to discuss them in detail in the present article is unnecessary.

Migration Means Jobs

I must, however, deal with some arguments which are being put forward in favor of delay.

Labor says "Wait until all our unemployed have been given employment." "But," we may reply, "immigration will provide the very employment which you need. What more is there to wait for?"

"Put our own unemployed on the land first," they continue, "before bringing in new people for land settlement." Would that be a wise policy? Is the public generally aware what a small proportion of our present unemployed come from the land, and are qualified to go back onto the land, or how many of them desire to live on the land? Such people are only about 12 per cent. of our unemployed workers. The remaining 88 per cent. of our unemployed came from industry, and have not qualifications or desire for any work other than their old profession or calling. What would be the result of putting such people on the land? They would stay on the land just as long as no opening in industry offered itself. But directly any opening offered for industrial work for which they are suited they would quit the land and return to their old employment.

What then is the best course for Canada—to place such people on the land, or to endeavor to revivify industry, so as to absorb as many as possible of our industrial unemployed workers?

Aid Unemployment

How to bring back into employment in industry that 88 per cent. of our unemployed is our real problem; the 12 per cent. who are qualified to go back onto the land is a small problem in comparison with the problem of the 88 per cent. industrial unemployed. Organized immigration, with adequately financed settlement on the land, will afford a very great deal of employment to our industrial unemployed; lumber and other materials will be required for building

homes for the new people, as well as barns and other buildings; the homes will need furniture; the farms will require implements and equipment—all of which items are manufactured right here in Canada by our own workers, and it is our own workers who will erect the houses and other buildings. Here, surely, is a vision of employment again on the old scale.

Some farmers say "Wait until the prices for agricultural products improve." Who can say whether prices of agricultural products will get better, or worse, under present conditions of unemployment? With the bulk of our consumers unable to purchase the meat, poultry, eggs, butter, milk, etc., which they need, how can we be sure that prices of agricultural produce will improve? Would it not be better to stimulate the demand for farmers' products by distributing purchasing power to our workers through a resumption of our arrested development?

No Time to Wait

Some lukewarm sympathizers and weak-kneed supporters of immigration 'in principle' say, "I am in favor of the principle of increasing our population by immigration; I agree that Canada needs more people; but is the present time opportune? Should we not wait for prosperity? Will it come by waiting for it? And how long shall we wait? Are we to wait till we have spent a few more hundred million dollars on unemployment relief? Are we to wait till we have spent a few more hundred millions in making good annual deficits on our national railways? Their accumulated indebtedness even now is close on four thousand million dollars (\$4,000,000,000), and their annual deficit which was fifty million dollars last year, is estimated for this year at \$35,000,000. Can we stand such outgoing any longer?"

There are some farmers, too, who raise objections to any form of assisted land settlement of new immigrants. "There was no assistance given in the old days," they say. "We had to rustle for ourselves; let new immigrants do the same as we had to do; it will do them good."

What does "assisted settlement" really mean? It means preliminary training in Canadian farming methods and in the management of a Canadian farm; supervision during such preliminary training; and the provision of finance for the settler to make a start for himself, after such preliminary training has been completed. What is there in this which is inherently unsound? Far from being unsound, in the opinion of many it is the only satisfactory method of set-

FORMER ORGANIST CATHEDRAL HERE ACCIDENT VICTIM

Professor Fred H. Blair Enters Action For Heavy Damages

The following item from the Montreal Star will be of interest to Miramichi friends of Fred H. Blair, the well known musician, a former Chat-ham man:

Following an automobile accident on Sherbrooke street on the evening of Dec. 23, Frederick H. Blair, organist of the Church of St. Andrew and St. Paul, has taken an action in the Superior Court for \$90,000. The action is directed against Earl S. Berry, owner of the automobile, which, it is claimed, injured the plaintiff so that he will be totally disabled for the remainder of his life.

The accident occurred at Sherbrooke and Redpath streets, according to the declaration of the plaintiff. By the impact he was thrown violently to the ground and suffered a fractured skull, fractures of four ribs and numerous bruises as well as severe shock. From the effects of his injuries he will never recover, it is claimed.

In holding the automobile owner liable for this damage, he contends that the machine was travelling at an illegal speed and the driver failed to give him the right of way to which he was entitled. Included in the statement of claims are: \$70,000 for permanent disability, subject to increase or decrease; \$9,800 for pain, suffering inconvenience and loss of enjoyment of life; \$10,000 for medical and surgical treatment and other expenses; \$200 for damage to clothing and personal effects.

N. B.—Professor Blair has many friends in the city who will regret to hear of the unfortunate accident. He was organist of the Cathedral here over thirty years ago.

ting new people on the land.

In the past, immigration has afforded work and prosperity to all classes of workers throughout Canada. It will give the same results again, or better results, if it is properly organized and adequately financed.

R. B. Teakle, Man of Wide Experience, Gen. Manager C.N.S.

(Special to The Daily Mail)
MONTREAL, Jan. 11.—The appointment of R. B. Teakle as General Manager, Canadian National (West Indies) Steamship, Limited, is announced today by R. C. Vaughan, Vice-President of the Company. In this position he succeeds Capt. E. E. Tedford, who is retiring under the Pension Rules of the Company, after many years of faithful service.

Mr. Teakle will continue to act as manager of the Ontario Car Ferry Company, and the Canada Atlantic Transit Company.

Born at Quebec City in 1877, Mr. Teakle has had forty years of General and Executive experience in the steamship world. Immediately after his education by public and private schools, he joined the Allan Line and occupied various positions with that line at Quebec, Portland, Me., Montreal, Halifax and Saint John, N. B. From 1914 to 1918 he was manager of the Allan Line at Boston, Mass., and from 1918 to 1919 he was New England manager of the France and Canada Steamship Corporation, with headquarters in Boston. In April, 1919, he was appointed manager of the Canadian Government Merchant Marine with headquarters at Montreal at a time when one ship of the fleet had been launched and others were under construction. On Jan. 1, 1923, he was made General Manager of the C. G. M. M., and the Grand Trunk Pacific Coast Steamship Company. On March 15, 1928, the C. G. M. M., the Canadian National (West Indies) Steamships and the C. N. Pacific Coast Steamships were placed in one operating organization with Mr. Teakle as General Manager. On March 17, 1932, he was made manager of Steamships and Car Ferries, including the Canada Atlantic Transit Company and Ontario Car Ferry Co., with headquarters at Toronto, Ont., a position which he has held until his present appointment. In the course of his work, Mr. Teakle has visited most of the ports of the world and is widely known in shipping circles not only in Canada but in other countries.

Captain E. E. Tedford, who now retires on pension from the position of General Manager joined the Canadian Government Merchant Marine in 1920 as Marine Superintendent at Montreal and after formation of the Canadian National Steamships was

SPLENDID REPORTS ON GOLD MINE

Reports On Nigadoo Mine, Gloucester Co., Most Encouraging

E. A. Comeau, representing the Nigadoo Gold Mining Syndicate says: Reports received from consulting engineers have been very favorable and the findings have been beyond the expectations of the trustees.

Following is a copy of the report sent in by G. S. Gilbert, mining engineer:

Nigadoo Gold Mining Syndicate

Very satisfactory progress has been made in both drilling and surface exploration during the month of December.

No. 3 Hole is still in feldspar porphyry after cutting through 40 feet of this material and another mineralized shear zone of 40 feet from which assay results are not yet obtained. This hole has yet to cut No. 6 zone on the West side of dyke.

Surface exploration has exposed a small new zone on the opposite bank of the river first assay results giving \$8.00 across 2 feet.

The mineralization encountered in Hole No. 3 is mostly fine iron pyrite interlaced with small stringers of quartz carbonate and narrow bands of galena and zinc blends.

appointed to General Superintendent of Marine. On March 28, 1935, he was made acting general manager, which position he held until Jan. 7, 1936, when he was appointed General Manager, from which position he now retires.

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