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ST. JOHN, N. B., MONDAY, MARCH 21, 1921.

IF THE C. N. R. IS TO BE MADE TO PAY—

Then a vigorous immigration policy must be adopted, is the opinion of Mr. E. W. Beatty, K. C., President of the Canadian Pacific. In view of the position he holds on a leading railway that not only pays its way but also pays handsome dividends, President Beatty's opinion is certainly interesting, and worthy of consideration. In the course of an interview with the Canadian Press on the subject of the Canadian National's deficit last year, he declared that it was an aggressive immigration propaganda that built up the C. P. R., adding:

"I quite agree with those who object "to immigration of city-bred Continentals of poor physique and doubtful "health, who would at once drift into "slums, or of large communities of "foreign-born, who frankly declare "that they do not intend to assimilate "with English-speaking Canadians; "but the gates of Canada should be "opened once more not only to the "British, French and American immi-"grant, but also to the Scandinavian, "and the more desirable type of Con-"tinentals."

Mr. Beatty also thinks that any policy for encouraging immigration should not be confined to new comers of the agricultural and domestic types, although these are greatly in demand; but inducements should also be offered to artisans and skilled mechanics, who will all help to build up Canadian industries. The wisdom of Mr. Beatty's advice will readily be apparent, as also will be the truth of his remark that: "Policies which are per-"fectly appropriate in the case of the "United States will not necessarily "be applicable to this country. By all "means let us exclude the undesirable "immigrant, but admit those who in "time will contribute to this country's "commercial prosperity and economic "strength."

The C. P. R. has built up its prosperity by offering inducements to settlers to take up land in the vicinity of its line of railway. By this means population has been brought in, towns have been built up, and districts which were but a few years ago rolling prairie, are now busy and prosperous agricultural and industrial communities. Is there any reason why a similar policy cannot be carried out by the Government in connection with the National Railways? It is a certain thing that no traffic can develop from districts where nobody lives; and until there is such traffic, it is idle to look for anything but deficits from the railways. It would seem therefore to be the proper policy for the Government to put forth some considerable effort to populate the country through which the National Railways run, as the most likely means of creating traffic. It will take some years of course to bring about such conditions as will produce enough traffic to overcome the present large deficit, but it is not too much to hope that before long these deficits will become less as a result of decrease in operating expenses; but even at this, there must always be more or less of a loss in operation, as long as there is a shortage of traffic.

A CONFERENCE ON BUILDING INDUSTRY.

Senator Robertson, Minister of Labor, has called for May 3, in Ottawa, a national conference of representatives of employers and workmen engaged in the building and construction industry. The Ottawa Journal says that it is stated that the conference will be similar to the industrial conference held here in 1919. It is further stated in connection with the announcement of the calling of the conference that "stimulation of the building and construction industry at this time is undoubtedly a matter of general public concern." The calling of the conference is a good thing. It should be productive of beneficial results. At the present time there is a suggestion of misunderstanding on the wage question between construction contractors and building trades workers. A meeting of their representatives in the Capital should help to dissipate this. The 1919 conference resulted in a more sympathetic relationship between employers and employed.

Union workers are naturally opposed to any reduction in the wage standards they attained during the war, and the employers, also naturally, are inclined to attribute existing stagnation in the building trades to the excessive costs partly caused through high wages. The information brought to the conference by both sides will be instructive.

Having in view the suggestion that one of the aims of the meeting is the stimulation of the building and construction industry, would it not be well to enlarge its scope to include representatives of industries which supply the building industry with materials, particularly the lumbering industry? The condition of the market for building supplies has been an important factor influencing the building industry over a period of years, and is so still. The extent to which building activities are increased or retarded this season will depend considerably on the condition of the market for supplies.

Why not include in the conference all those who exercise a major influence on the condition of the building industry?

BRITAIN AND THE SOVIETS

Great Britain has concluded a trade agreement with the Russian Soviet, chiefly with the object of inducing the Reds to stop propaganda in India and Egypt. The trade part of the agreement may not amount to much.

In England itself a vociferous faction of the well organized working men's political associations has been demanding recognition of the Soviet. In India the native revolutionists have been reinforced and supported in their campaign against the Empire by agents of the Bolsheviki. In Egypt the Russian agitators have appeared to add to the unrest of the population. England may figure that by buying off the Bolsheviki by opening trade routes now closed in return for a Bolshevik pledge to cease propaganda in British dominions will be profitable, no matter how disappointing actual trade between Russia and England may be.

The future of this trade is problematical. English courts have already held that title to goods seized by the Soviet Government remains in those who were their legal owners before the advent of the communism. These decisions are not likely to be upset. In addition to this the amount of Russian goods available for exchange is said by competent persons to be greatly overstated. Consequently the political factors may have had more weight in bringing England to this bargain than immediate trade possibilities.

It will be argued, of course, that in future days a Russian people, freed from the mad rule of the Bolsheviki, may be grateful to England for this act in the hour of their country's prostration. They will be, no doubt, but in that day Russians will do as other people do, buying and selling where they can buy and sell most advantageously, not influenced by thoughts of gratitude. Meanwhile it remains to be seen whether the Bolsheviki will stand by their agreement. If they do, we may fairly begin to believe that Lenine and Trotzky have radically altered their whole political policy.

BRITAIN'S OIL POLICY

That Great Britain's policy in Mesopotamia is controlled by oil interests appears to be a fixed idea in certain quarters. But as the Winnipeg Tribune points out, Great Britain has never failed to be able to get all the oil she wanted by the somewhat elementary process of buying and paying for it wherever it happened to be for sale. The idea probably rather arises from the fact that interests engaged in commercial exploitation find it hard to dominate the British Government, than from any fear that the British Government would attempt to dominate interests engaged in commercial exploitation in their own field. Germany openly boasted that by means of a controlled railway from Berlin to Baghdad she would set a German outpost at the head of the Persian Gulf, and hold a threat over British interests in the Far East. So little does Great Britain interfere with commercial development that Germany's political intention was not counteracted so long as it was veiled under the pretext of railway development. But Germany having been eliminated, is Great Britain to be blamed for taking a certain number of precautions in the premises, and would not any other country do the same under similar circumstances?

Employees of the Omaha packing plants have confronted President Harding with his first industrial problem. They invite him to either bring the packers to time or take over and operate the plants as a Government undertaking. No doubt the President will do what he can in the interests of peace and continued production, short of taking over the plants. That is one sort of Government activity that he and his successors for some years are likely to stand shy of. President Wilson tried to run the railroads of the United States; and the financial and political results stand out as a conspicuous warning to future presidents against trying to show business men how to carry on busines.

IN THE EDITOR'S MAIL

POLITICAL THOUGHTS.

To the Editor of The Standard,

Sir,—People were more or less apathetic regarding expenses during the war, realizing that the fight had to go on to a finish, regardless of expense; but now the unfortunate community is over, we have other matters and other expenses to consider.

First, and all important, to the people of Canada, is the advancement and welfare of this wonderful Dominion of ours. As a Dominion, to have success and to exhibit to the world our keenness in the management of our affairs, it is necessary to have sensible, judicious and economical ruling by the trustees and managers, the Cabinet at Ottawa. People heretofore indifferent and uncomprehensive of the complex and troublesome affairs of the political world will, we should imagine, in the face of the tremendous debt and enormous outlay necessary for the Government Railways, one hundred and forty million, turn their attention, it is to be hoped, more to consideration of public affairs of this country and express their views strongly by the powers of speech, the reasoning of the pen, and rhetoric which will surprise and compel reform in public works, and the re-organization of the railway affairs in this country.

By less man power, more centralization and control of the spending departments, and better business foresight displayed by authorities where such judicious judgment is expected. It is beyond reason of doubt that this noble and wonderful Dominion, with all its assets and resources, will surmount obstacles, no matter how heavy and lingering they may be, nevertheless, this can be done easier and quicker by courageous economy with fearlessness, thrift and independence by the political powers that control the situation.

Be it remembered, seventy dollars per head is the estimated taxation in the Dominion today to meet our expenses, with no evidence pointing to a tendency of decreasing, but rather increasing our liabilities. With this consideration in view, is it any wonder that the appeal from all goes forth to the Government to retrench, face the situation with boldness, courage, foresight and thoughtfulness, by able, broad and powerful statesmenship, actions showing (the Cabinet) power to be independent of politicians and political suggestions?

The Moncton Times of March 18th entertains us with an interesting editorial on the railway situation. Success of the Canadian Pacific Railway is admitted, but comparisons are odious between the two railroads; Canadian National Railway, Government ownership; Canadian Pacific Railway, Company control. Enough said.

Yours truly,
J. W. Y. SMITH.
Moncton, N. B., March 18th, 1921.

To the Editor of The Standard,
St. John, N. B.,

Sir,—I heartily endorse the suggestion made by Senator Thorne and supported by many others, that a Convention of the Liberal Conservative party of New Brunswick should be held at an early date. Purpose—to choose a Leader for the Province as well as leaders for the different counties. I presume Hon. W. R. Wigmore would be considered at the head of the party, but as we have never had a general election since he has been appointed to the Cabinet, it would be in order to endorse him, if the convention so decided.

One thing certain, Mr. Editor, the proposed convention had better confine its activities to Maritime Province matters. The large provinces are well able to look out for themselves, which they are doing, especially Ontario, and to my mind not at all in our interests. I would suggest that The Standard ask the different counties—if they agree with the idea—to write their opinion as to time and place. This may bring it to a head.

Yours truly,
J. E. MASTERS.

WHAT OTHERS SAY

Good Canadian Goods.

To make the made-in-Canada campaign such a success as will set every factory in Canada a-humming on full time with double shifts, it is first of all essential that goods must be turned out at a price that will, so to speak, force people to buy Canadian-made goods on account of their cheapness. They must be so produced that they will compare favorably with the imported article both as to quality tion is high, or if unreasonable profits are sought, then of course this cannot be done, and many of our factories may continue running on half time with their accompanying volume of unemployment, and with the continued weakness in our economic condition which is disclosed by the fact that our imports from the United States during the last two years have exceeded our exports to that country by six hundred million dollars.—Quebec Telegraph.

Juvenile Crime.

It is very startling to learn that in 1917, 1918 and 1919, more than 20 per cent. of the indictable crimes committed in Canada were committed by children under sixteen years of age! The war may have been largely to blame; it is customary to blame the war for everything. At the same time the freedom from parental control and the general atmosphere of force which the war engendered would be sure to have its effects upon the juvenile mind.—St. Catherines Standard.

Not Enough Spanking.

Many of the burglars and hold-up men apprehended in different parts of the province during the last few months are still in their teens or early twenties. It is evident that spanking has been taboo among parents during the last decade or two.—Kitchener Telegraph.

Faith and Hope.

Medicine Hat is being made the butt of a good many newspaper jokes just now, on account of the engagement of Rainmaker Hatfield. In this connection The News desires to call attention to the old adage of "He laughs best who laughs last." This young rainmaker has a record of accomplishment which listens good.—Medicine Hat News.

Benny's Note Book

BY LEE PAPE

Last week I started to save up rubber bands, and this afternoon in skool I decided to stop saving them, and I took them out of my pockit and started to shoot them erround the room to improve my aim, and suddinly all of a suddin Miss Kitty sed, Wats this, who shot this rubber band on my desk?

Me thinking, G, gosh, I wonder if it was one of mine?

And nobody sed who did it, and Miss Kitty sed, Charles Simkins, did you shoot this rubber band up heer?

No mam, I aint had a rubber band this week, sed Puds Simkins.

It came from someware in that direcktion, sed Miss Kitty. Being my direcktion, and Miss Kitty sed, Sidney Hunt, did you do it?

No mam, I aint had a rubber band this munth, sed Sid Hunt.

Benny Potts, did you do it? sed Miss Kitty.

Mam? Who, me? I sed.

Anser my question, please, sed Miss Kitty.

I dont know, it mite of bin me, I sed.

Wat do you meen, it mite of bin you? sed Miss Kitty, and I sed, I meen maybe it was.

Was it or was it not? sed Miss Kitty, and I sed, Well I kind of think so, but I wouldent wunt to sware it, because I dident anxilly see it fall on your desk.

Did you shoot a rubber band? sed Miss Kitty, and I sed, Yes mam. Being glad she dident ask me if I shot more than one, and she said, Well you may remain after skool a half hour for shooting it and another half hour for trying to get out of it.

Wich I did, making a hour altogether.

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Timely Recipe.

Sure Safeguard—"What is the best fire preventive?" asks a weekly journal. The answer is, the present price of coal.—Punch (London).

May Have Changed.

Right up to the minute was the man who, in advertising for his lost daughter, included this in the inscription: "She was a blonde when last seen."

Gumless "Gummer."

Small Brother—"Will you please give me a stick of chewing-gum, Mr. Blunderly?"

Mr. Blunderly—"I don't chew gum, Bobbie. What makes you think I do?"

Small Brother—"Because I heard my sister say that when you were at the dance the other night you gummed the whole party."—Punch Bowl.

Old Friends.

Judge—"Have you ever seen the prisoned at the bar before?"

Witness—"Yes, your honor, that's where I met him."—Burry.

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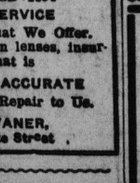

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