

SAYS MILLIONS ARE AVAILABLE AS IMMIGRANTS

Reported Deterred by Stories of Undesirable Conditions in Canada.

DR. BLACK SPEAKS

Many Would Do Better in the East Than in the West, He Says.

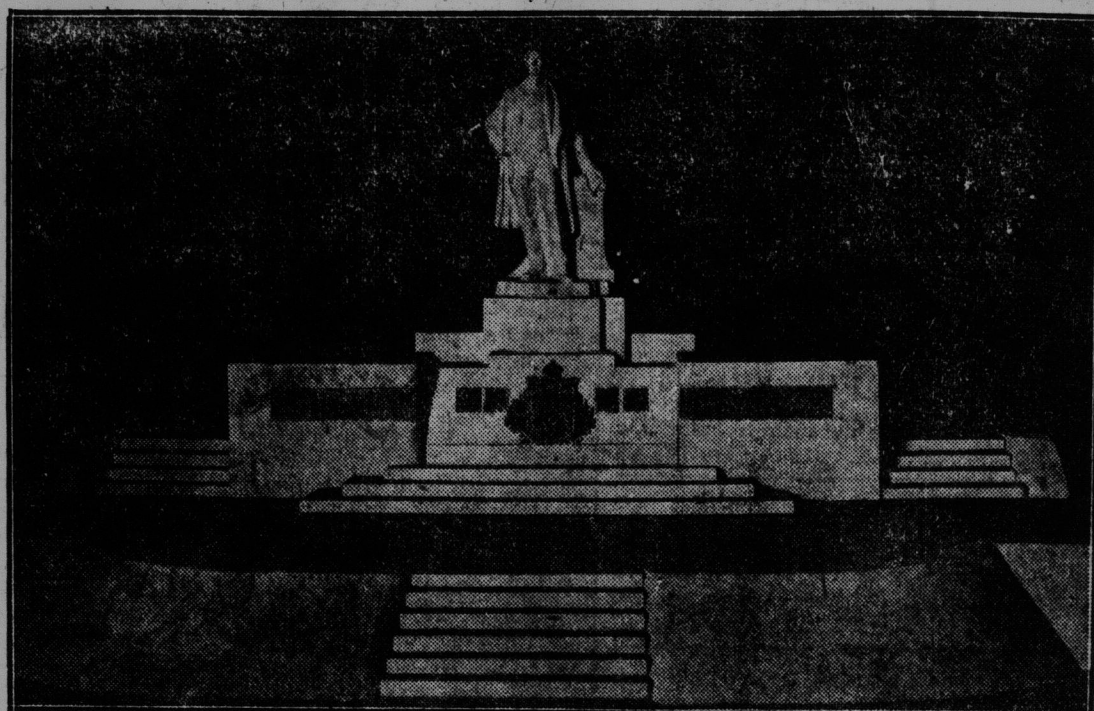
Montreal, Que., Oct. 10.—"Unless many Canadians are enabled to display a greater measure of confidence in their country and its possibilities than has been in evidence in recent years, the effect will be to retard development in immigration," said Dr. W. J. Black, European manager of colonization and immigration of the C. N. R., in an interview given yesterday afternoon on his arrival in Montreal from London to take part in a conference on colonization to be held by the company officers next week.

Millions Available.

"At present," continued Dr. Black, "there is no weapon so effective in the hands of those in European countries who oppose immigration to Canada, as the reports of unemployment or other undesirable conditions which go across the Atlantic from this side. At the same time the fact is clear that there are people numbered in millions available for settlement within the borders of Canada, who will come as soon as they are satisfied it will be to their advantage to emigrate, and they are able to make arrangements to do so. Europe, including Great Britain, waits on Canada. Increased population can be had practically as desired, but the number that come to our shores will be influenced to a considerable extent by the degree of industrial activity and the success of farming which the Dominion will experience in the immediate future."

In the opinion of Dr. Black it is not bringing immigrants to this country that is the hard task, but the placing of these people where they can be most quickly obtain economic independence. He pointed out that the policy of the Canadian National Railways colonization department has been to question applicants very closely, so that they may be settled in districts best suited to their capabilities. He is opposed to the directing of settlers hither-and-thither to Western Canada, and believes that there are many desirable and adaptable settlers in Great Britain who would fall in the West, but who would be successful if placed in British Columbia, Ontario, Quebec or the Maritime Provinces, as their his-

In Memory of Sir Wilfrid Laurier



The above design is the work of J. Emile Brunet of Montreal, who is now studying in Paris. This was awarded first prize in competition with sculptors from all over the world, and will be erected on Parliament Hill, Ottawa, to perpetuate the name of a famous Canadian statesman.

ories might indicate as most desirable. It is the policy, he stated, that the national system intends to adhere to.

Reasons For Coming

In connection with this enquiry into the qualifications of prospective settlers, some interesting facts have been brought to light by colonization officers of the company in Great Britain. It has been found that more people in the British Isles want to emigrate to Canada in order to provide better opportunities for their children than for any other reason. The second most important reason is their desire to own farms of their own, and, next in order, ambition to acquire wealth and prestige, the desirability of Canada to British as compared with other dominions, the desire to join relatives doing well in Canada, and to escape from the general financial depression in the Old Country.

Ignorance of the truth of climatic conditions and reports of unemployment and low wages are the principal reasons detrimental to immigration to Canada, according to Dr. Black.

A Course For Farmers.

Dr. Black is opposed to holding up Canada as a second heaven. He believes that prospective settlers should be told the whole truth about this country, and that all their questions should be answered frankly, so that there can be no just reason for the spreading of evil reports by those who arrive in this country. In this connection, the colonization service of the Canadian National Railways in Great Britain and other countries such as Holland and the Scandinavian countries, where bureaus have been opened, has established a correspondence course

of ten very practical lectures on Canadian farming. This course includes the following subjects: Selecting a farm and erecting farm buildings; live stock on the Canadian farm; farm machinery; dairying; poultry; growing of grains and soil management; foreign crops; fruit growing; the farm house and making money on the farm.

This course has proved a tremendous success according to Dr. Black. Many hundreds of enquiries have been received for the information these booklets contain, and it is evident from the tone of these enquiries that hundreds of people are going to spend the winter evenings studying to prepare themselves as well as they can to become adaptable settlers in Canada.

Dr. Black, in the concluding words of his interview, asked for a more pronounced sympathetic interest on the part of Canadians in solving the problem of immigration and colonization, and on the part of individual communities in welcoming the new settlers and doing all they can to help them get a firm footing in their new environment.

SUPERANNUATED AFTER 48 YEARS ON RAILWAY

John Giller of Campbellton has been superannuated from the C. N. R. service after 48 years. He entered the railway service in June, 1876, in the shops in Campbellton. Soon afterwards he became a fireman and in 1882 a locomotive engineer.

ENGINE OFF TRACK

The St. Martins branch of the C. N. R. was blocked on Tuesday about 22 miles from Hampton owing to engine No. 124 running off. An auxiliary crew was sent out from Moncton.

AGAIN URGES THE MARITIMES' CLAIM

Hon. Wm. Pugsley, on War Claims Mission, Speaks in Montreal.

"Over 900 claims have already been dealt with and there yet remain a considerable number to be taken up," said Hon. William Pugsley, K. C., in Montreal on Wednesday. Mr. Pugsley is commissioner for the reception of claims against the German Government for losses incurred by enemy action during the war years. He said that the claims survey totalled \$42,000,000.

"The eastern claims have now been completed," said Mr. Pugsley. "But they are many more to be heard, chiefly in the west, and it will require some time to investigate all of them."

Regarding claims taken up in the maritime provinces, Mr. Pugsley said that many were for the losses of fishing vessels off the Banks of Newfoundland, while others were put forward by the British Empire Steel Corporation, and the Canada Steamship Lines. One peculiar case was for a steamer proceeding from Halifax to New York which was thought to be out of the danger zone, and did not carry special war risks insurance. Nevertheless, it

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was torpedoed soon after entering United States territorial waters.

Maritime Rights.

Mr. Pugsley discussed a matter which interests him greatly, that of maritime provinces' rights. "The people of the maritimes are being hard hit," said he, "because they have not access to the large markets of Ontario and Quebec, and are kept out of the United States by reason of the high tariff against their products. Then, too, they are affected by freight rates. All of these factors tend them to ask why the ports of Portland and New London should be supported by the Government railways at the expense of the Canadian Atlantic ports. It is agreed that we must have Atlantic ports, so why not encourage them?"

"When Sir Wilfrid Laurier introduced legislation for the construction of the Transcontinental Railway one of the provisions was that Canadian

freight originating in Canadian territory should be carried to Canadian ports over this line. That is a parliamentary pledge which the people of the maritime provinces wish to see carried out, and they would like to see the Canadian National lines rid of the lines to United States ports, lines which carry considerable freight for export to these ocean terminals for shipment abroad."

Room for Settlers.

Mr. Pugsley expressed the opinion that there is ample room in the maritime provinces for settlement, particularly for mixed farming and sheep raising. "There are great areas of really beautiful country," said he. He was also of the opinion that more Nova Scotia could be marketed in Canada and favored the project of coaling it so that clean fuel would be available at an economical price. "That would mean less money flowing out of Canada to the United States," he remarked. "Trade with the West Indies could be developed more generously. Mr. Pugsley thought, and added that he had been surprised at the amount of potatoes raised in New Brunswick and Prince Edward Island for direct export to Cuba. Mr. Pugsley approved of the activities of Hance Logan, M. P., in striving to extend trade between Canada and the Islands.

ON PUBLICITY MATTERS.

T. P. O'Connor and C. H. Boudreau of St. John were in Fredericton yesterday, says the Mail, for the purpose of promoting a new publicity enterprise connected with tourist business.

Slowing down

It's harder than speeding up, says engineer after three million miles on the road

(By STEPHEN HANNAGAN)

Hoboken, N. J., Oct. 10.—"Slowing down is a lot more difficult than speeding up."

So spoke Richard Tresise, 70, as he climbed into the cab of a railroad engine for his last 90-mile run as a locomotive engineer. He is being retired after 46 continuous years of service in a cab on the Lackawanna.

"You see, for years and years I have been speeding up," he explained as he climbed aboard his faithful iron horse, "and now the red flag is against me. I must make an emergency halt, get down off my engine and sit by the roadside while the world of engines goes speeding past."

"It's going to be the most trying task of my life. All these years my order have been for more speed and I've become accustomed to opening the throttle and making up lost time. Now the brakes must be applied for, according to regulations, old age has overtaken me. I am 70."

Tresise has traveled 3,000,000 miles. Of the millions of passengers entrusted to his care, he has never lost a life. He is proud of his record.

"All life is like railroad engineering," he philosophized, "there is a constant rush and a fear lest one be late. Haste becomes a mania and habit. Every nerve is centered on going faster. The mind and body become attuned to it. Then suddenly age or excess, or any number of reasons, brings about a slackening pace. If you can't slow down as gradually and systematically as you have gathered speed the result is likely to be disastrous."

"You can gather speed with reck-

less abandon—but the brakes must be applied cautiously. Jamming on brakes while traveling at top speed will most likely wreck you."

"Americans are traveling life's road too rapidly. Speed is often necessary, and it is all right in its place. But always keep your engine under control in the dangerous places. Don't over permit your mind to become preoccupied while traveling at top speed—remember there may be an open switch just ahead. Keep an eye open

for it, and a ready hand for the brakes."

Tresise is married, the father of five children and the grandfather of 13. He never has drunk liquor or used tobacco. As he sat in his cab, hand on throttle, the conductor signalled him to "go ahead."

There was something pathetic about the grizzled veteran as he pressed the throttle and began his last trip as an engineer and his first trip on his new, perilous journey of "slowing down."

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FINAL WIND-UP

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Made of "FOX'S" GUARANTEED WOOLEN SERGE, Excellent for Fall and Winter wear

A well made, good looking Pure Wool Double Cloth

Overcoat \$17.50

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MEN'S FLEECE LINED UNDERWEAR—Finest grade made. Garment 85c

WORK PANTS

MEN'S TWEED WORK PANTS—In Dark Shades. Pair \$1.49

MEN'S PURE WOOL WORK PANTS—Winter Weight. Pair \$2.98

MEN'S PURE WOOL DOUBLE TWIST BANNOCKBURN PANTS. Pair \$3.50

MEN'S NEGLIGEE DRESS SHIRTS 89c

WORK SHIRTS

FLANNEL WORK SHIRTS \$1.25

MEN'S KHAKI, PURE WOOL FLANNEL SHIRTS \$1.69

SWEATERS

MEN'S JUMBO KNIT WOOLEN COAT SWEATERS \$1.98

MEN'S WOOLEN PULLOVERS \$1.00

100 PER CENT. PURE WOOL JUMBO KNIT PULLOVERS, with shawl collars. \$3.50

BOYS' PULLOVERS 79c

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BOYS' SUITS IN DARK TWEEDS, \$5.50 Value \$9.00

BOYS' WOOLEN COAT SWEATERS 50c.

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LADIES' SILK AND WOOL HOSIERY—Full Fashioned, in all the popular shades. Pair 79c

LADIES' COTTON HOSIERY Pair 12c

GIRLS' ALL WOOL COAT SWEATERS \$1.35

LADIES' SUITS—In Poiret Twills and Tricotines. Value to \$30.00. \$12.50

LADIES' ALL WOOL COAT SWEATERS \$1.98 Each

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