
A RAILWAY VIEW OF IMMIGRATION.

Immigration is one of the many-sided problems which should receive more careful attention, both in **Canada** and the United States. The Railway Age discusses the inpouring of population from the standpoint of the special interests it serves. During last May 145,000 foreign immigrants arrived in the United States, an increase of 17 per cent. over the large record of 1902, and it is the belief of the immigrant bureau that the arrivals for the twelve months ending with June will foot up almost 1,000,000. It is certain that the number will far exceed that in any previous year, even that of 1882, when 789,000 new inhabitants arrived in the United States from abroad. Looking at the transportation side of this movement, it is noted that to carry 1,000,000 people, 50 to the car, would require 20,000 passenger cars, besides many thousand baggage and freight cars for their belongings. Some of these newcomers remain in the seaboard regions where they land, but the great majority go west and add to the forces which are already shaping the new lands, socially and politically, into foreign and uncertain ways.

With every shipload and carload of foreign immigrants the labor question grows more difficult. This phase of the problem is not of special moment to the railway interests. Construction work in the United States is done largely by foreign labor, but it is generally so new, untrained and ignorant as to be outside what is properly regarded as the labor question. But the **foreigners** soon acquire the American genius for organization, and then their comparative innocence of American ways makes them a greater menace to industrial stability. The railway and other powerful interests in the United States are naturally in favor of stimulating the immigration of all classes, and the same situation exists in **Canada**. That a great influx of people of lower political ideals, lower standards of living and generally lower intelligence must affect the common level of the industrial classes is a truth which is left largely for the consideration of the classes directly interested. Railway corporations look chiefly to the increased volume of traffic and the more abundant supply of "labor." As with most important problems, the immediate interests of different classes are diametrically opposed. The more powerful are on the side of increasing the volume of immigration, while the more numerous find their interests best served by exclusion. It is reasonable to believe that the ultimate interests of both classes are identical, and that they are best served by a properly discriminating system that will give admission to all who are not likely to lower the general standard of citizenship.