

ooo, and is yearly increasing. Some means of restriction is absolutely necessary, and none of the schemes proposed would be so likely of success as the radical increase of the poll tax. In this respect, at least, the Dominion Government has recognized the need of protection.



The Chinese immigrant is said to be industrious, honest and peaceable, willing to work and generally observant of the laws. But when the best is said of him the fact remains that he can never be adapted into Canadian citizenship; he can never form an electoral part of the nation, and can never be assimilated into our national life and aim. The people we want in Canada are the people who can, in precisely this way, be made Canadian citizens; for others, large as Canada is, we have no room. This is why the Chinaman must be kept out. Moreover, he is admittedly an unfair competitor in the labor market, underbidding our own workmen, and contributing only a fraction of taxes, because of his absurdly economical manner of life. Against such foreign competition, hopelessly alien, and the more unfair because it works against a class of labor whose moral value makes its money value, Canadian citizens must be protected.

The new regulation will chiefly affect the Pacific Coast, where Chinese colonies have been growing all too rapidly. In one industry, the salmon fisheries, the Chinese are both useful and in demand, but there are in British Columbia at the present time enough Chinese to supply this demand for many years to come, and all the other branches of industry may preferably be manned by whites. Even so, it is not to be prohibition; the Chinese

immigration will henceforth be heavily restricted, but it is quite likely that some of the Mongolians will come, despite the tax.

Two Important Commissions

A RAILWAY Commission of three or five carefully selected members is to be appointed by the Canadian Government. The proposal was first made a year ago, and has now been presented again in a more definite form by the Minister of Railways. The Commission is to take the place of the Railway Committee of the Privy Council, but with greatly increased scope for practical usefulness. It will have the supervision of all railways in Canada, except those already under Government contract, and will be a court for investigation of all disputes, and the protection of public interests. Its practical results will be to lessen rate wars, equalize long and short hauls, improve tariff classifications, see that proper safety equipment is provided on all trains, benefit the smaller shippers, and protect the public from possible abuses, do statistical work, and also silence the unjust claims that are sometimes made against the railways. In the United States and in England such commissions have been found to be of the greatest value, and careful investigations into the conditions, both in Canada and the United States, have led to the decision to appoint a Railway Commission in this country. It is not expected that there will be any political opposition to the bill. The relation of the public to the railways is a matter of business importance, and any means of improving and controlling those relations will be a public service of the greatest value.

A Commission is also proposed to investigate into the best means of improving the St. Lawrence route, which must always hold the key to the solution of Canada's transportation problem. There can be no doubt that radical improvements are needed. Transportation facilities lie at the very foundation of Can-