

works in the United States where the danger to life and limb is so great that, broadly speaking, nothing but aliens will work in them. And then, when an alien is killed, there is nothing said; no agitation for reform. The type of Scotch-Irish Canadian who built the C. P. R. and worked in the mines of British Columbia and Nova Scotia thirty years ago is not a large factor in the labor market of to-day. The Veteran is capable of seeing that if we are going to compete against the world in the manufacture of steel we must use such labor or either do without such manufactories or have them bonused. I believe the Veteran will say: "Let us not have the alien." He will say let us jog along our own slow way and put less premium on dollars.

Already the Veteran's eagle eye has noticed that

many farms in old Ontario, in some of the best districts, are passing into the hands of aliens, Italians and others. This movement in the vicinity of Guelph has been quite pronounced. The Veteran says that the interest of our race lies in the prevention of this.

The travesty that has marked the war at home in the eyes of the Veteran is that, while he has gone to fight and make property good, those at home have prospered and most prominent in the picture is the friendly alien. In the case of the enemy alien, the German, the Austrian, the Turk and the Bulgar the Veteran takes into mind the fact that the Government of these people's fatherlands have torn up international law. Why, then, should we be bound by a law that these people have repudiated?

The Veteran may not be put aside on the ground that he is a socialist, a fanatic. To say he is is mere abuse. It is not enough to say that the debt that society owes the soldier is greater than money can liquidate. And it cannot be denied that if our Government were the reflection of the will of the people, which some would have us believe, the alien enemy would be conscripted and his property confiscated.

Considering its mixed potentials the G. W. V. A. has already made marvellous progress towards amalgamation. True, there are and have been dissensions that have alienated individuals, but these are no more than growing pains. The Association is growing in spite of opposition, ridicule, abuse and ulterior influences.

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What About *the* Resourceful Japs?

THE Straits of Juan de Fuca have been aptly termed "Canada's Gateway to the Orient."

At no time has the title been more applicable than it is to-day though the Orient just now typifies for us chiefly our neighbor and ally, Japan. As we write these words we can see coming into the harbor from quarantine, the stately N. Y. K. line the Kashima Maru. She will discharge fifteen hundred tons of cargo at this port, and then proceed to Vancouver to unload many hundreds more. She will also leave us one hundred and fifty of her passengers. The ship itself and every one of those travellers form virile links between Canada and the Orient. It is because every day or two sees one or more of Japan's merchant marine at the docks here that we on the Pacific Coast of Canada are kept very closely in touch with the Island Kingdom, her enormous neighbor China, and Russia; for it is well known that the problems of all three nations are bound up together; that, in fact, Japan holds the key to the Eastern question so far as the above-mentioned countries are concerned.

It is universally recognized that Japan will gain more, has gained more by the present world war than any other country, and that having made a magnificent start, she must continue to grow until it is impossible to gauge her limits. Her role during the past four years has been a triple one. She has been munitioneer to the Allies, purveyor to her own markets, and exporter to those countries which prior to the war depended largely upon Europe for their imports. Up to the present her naval and military losses have been practically nil. Having an unlimited supply of labor and practically no industrial unrest, her industries can go ahead unfalteringly. Her stock of gold has doubled during the last two years. Her total trade for 1917 passed the billion dollar mark, and this year must see a large increase. Her clearing houses in 1914 aggregated something above five million; last year they were over fifteen billion.

Japan is straining every nerve and sinew to develop her industries so that she may rank economically with the greatest of the nations when the war is over. The time has gone by when we could afford to smile at the progress she was making. Says Marquis Komura, "Japan is no longer eulogized and flattered as a plucky little nation, but is feared as an aggressive power. She has come to the parting of the ways." Up to the last couple of years she was a curious sort of hodge podge of eastern and western manners, styles and modes of thought. But to-day one finds in Japan less of emulation and more initiative. She has taken from us what she needed, and embodied it in her civilization, and rejected what she considered useless. She has found her own feet, so to speak, and, aware of her strength and her ability, is pursuing her own course quite unafraid of censure or comment. As straws show which way the wind blows we might mention the fact that although some years ago Japanese women were adopting European



Another Study in the Problems of B.C.

By N. DeBERTRAND LUGRIN

A FEW years ago Lawrence Irving, son of Sir Henry, made his last trip through Canada playing in *The Typhoon*. This was a play which depicted the strange behind-the-stage doings of the Japanese in other countries; at a time when the German Menace seemed to be no bigger than the so-called Yellow Peril. Speaking to the editor of this paper in his dressing-room the actor said, "For the life of me I can't see why people in this country are not alive to the danger from that quarter of the world." Irving went down on the *Empress of Ireland*. Not long afterwards the Jap "bugaboo" was swallowed up in the German menace. Now after four years of war the writer of this article, resident in Victoria, B.C., outlines the restless ambitions but honorable doings of this England of the Orient. Japan is waiting. For what? To take her place among the great nations.—THE EDITOR.

dress almost entirely, and disregarding their national costume, to-day they are reverting to their own picturesque and sensible kimonos.

As one Japanese writer puts it, "Other countries' disabilities are Japan's opportunities." This terse statement covers a significant situation. England and other European countries, the United States and Canada, have become, on account of war conditions, industrially paralyzed to a large extent. Japan reaps the benefit. Here are a few of the new industries which she has been rapidly building up during the last couple of years; iron and steel, zinc, aluminum and lead, metal products and all sorts of machinery; shipbuilding, electrical goods, textiles, oils, chemicals and paint.

Let us glance for a moment at some of the items in the cargoes that the Marus discharged at our own docks here in British Columbia. Here we find all sorts of silk and cotton goods and woollen materials. "We cannot compete with the best products of Lancashire," says one shipper, "but we offer a very good substitute," and that "substitute" is pretty well all we can afford to buy just now. Here are boxes of linen thread, bales of silk and wool goods, hemp rope and ramie fibre materials. There are cases of leather and leatherette goods, wicker furniture of all sorts, preserves, nuts, beans, tea, glass, paper in huge rolls and packages, and pasteboard boxes packed flat. There is also a limited supply of rice and sugar.

In regard to rice it may be mentioned that this commodity a few years ago, together with raw and manufactured silk, formed nearly the entire cargo of the few Japanese ships plying between Victoria and Yokohama, to-day we get very little of that cereal, and its cost is almost prohibitive. It is not that the production is less, but that the Japanese prefer to use their own rice for their own consumption. Time was when they were satisfied with the coarser Chinese rice which we did not buy, and which found

favor in this part of the world only among the inhabitants of Chinatown. But the Japanese have decided that the best is none too good for themselves, so they keep what they need and send us what little is left, together with the Chinese product which has also leaped in price, and which, incidentally, we are glad to eat. This is perhaps another straw in the wind.

Now let us glance for a moment at what Japan has done in the way of ship-building. Travellers from that part of the world will speak of the strides they are making in this industry with almost bated breath. The speed with which they can build a vessel seems to them to be positively uncanny. "One day you will see the bare ribs of a monster craft on the ways," said one woman, "and over that skeleton will be swarming countless little figures, thick and busy as ants, and the next time you pass that way to your amazement the ship has been launched, bright with new paint, and gleaming glass and metal, and gay with bunting. It is like an Aladdin tale. You rub your eyes and cannot believe." In 1914 Japan's output in tonnage was 85,816. On the first

of January of this year there were under construction in Japanese yards 1,330,000 tons of shipping. She expects to have an annual output from now on of over 250 ships.

That brings us to the question of what we are doing industrially, we Anglo-Saxons who possess the vast Pacific Coast of North America, the Hawaiian Islands, the Philippines, Australia, New Zealand, and footholds in China. Are we planning to meet such a competitor as Japan on anything like equal terms after the war is over? The United States is working overtime to make good all losses and have something to boot. But Canada, with all her vast timber resources, billions of feet of which have been yet untapped, Canada with her incredibly rich iron and other mineral deposits, her splendid water power and transportation facilities by way of inland waterways and peaceful, navigable seas, how has she risen to meet the situation?

We are speaking now only of the Pacific Coast Province. Are we doing our utmost? As far as this last west goes, the great Province of British Columbia with its enormous potential wealth is lagging far behind in its accomplishment. The whole inland coasts of Vancouver Island should be a humming hive of ship-building activity. We are far away from sight and sound of war, and none better situated than we to help build up the merchant marine and the navy. If we fail to do our part—well, there is no doubt in the world about the commercial future of Japan just across the water from us. She holds now third position in tonnage built and fifth in tonnage owned among the nations of the world. She will rank higher still at the end of another year.

"The Pacific will be the storm-centre of the future," said a Prime Minister of New Zealand. That storm may be only a commercial, industrial storm, but whatever form it takes, we've got to take steps to

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