



WHILE waiting in a C.P.R. office the other day, the writer picked up the Saloon Passenger List of the Empress of Britain for January 10th. The list of passengers going from St. John to Liverpool was like every other saloon list, yet it was interesting. It was not large—only sixty-five, but the interesting feature

CANADIAN TRAVEL ON THE ATLANTIC

was the home address. Where did these mid-winter travellers come from? Ten were Britishers returning home; one traveller had come all the way from Formosa; eight were from British Columbia, and one from Seattle; seventeen hailed from the Western Provinces; fourteen were residents of Toronto, Ottawa and Montreal, one of Quebec, seven of the Maritime Provinces, one of Boston and four of St. John's, Nfld. It will be noticed that more than one-third were from Western Canada. This is evidence that Canada is a big country.

It is also interesting to note that the advent of the Canadian Pacific Railway Company's new Atlantic steamers has not decreased the passenger traffic on the other lines. The volume has increased even faster than the accommodation. In 1906, the Allan Line carried 98,300 passengers; in 1907, it carried 125,000. The saloon passengers on the Allan Line were as numerous as ever, though the increase was mainly in the second-class and the steerage.

These facts and figures show the growing popularity of the Canadian route between Canada and Liverpool. There was a time, and that not so very long ago, when cheapness was the only attraction possessed by the Canadian route. People with full purses went via New York. To-day, it is different. The steamers are larger and more numerous, and the traffic has developed enormously. It may be said, without exaggeration, that the Canadian route is just as popular as the New York, Boston or Philadelphia route. Even the colder winter weather characteristic of both Canadian winter ports is not so much of a deterrent as might reasonably be expected. The excellent boats, the shorter sea-voyage, and the more purely Canadian companionship seem to more than balance the slight difference in temperature.

TEMPERANCE reform and license restriction are prominent features of the social movement of to-day in both the United States and Canada. The votes in various municipalities throughout Ontario on January 6th showed clearly that the fight against the

REDUCING THE LIQUOR LICENSES

"open bar" is of a most determined character. In Ottawa, the City Council has practically decided to cut the tavern licenses from 72 to 67 and the shop licenses from 31 to 26. In Toronto, a similar movement in the City Council is likely to have a similar result. Dean Farthing, of Kingston, has spoken strongly against the bar and something of this kind may occur there. No doubt, if all the facts were known, there are many towns in Ontario where the number of licenses will be reduced in 1908.

The sentiment against the bar and the treating system is mainly due to the anxiety of fathers and mothers to protect their sons from temptation, and to prevent their acquiring a taste for liquor. In Canada, young people are not taught to drink moderately and to take beer as a food as they are in many circles in Great Britain and Europe. Consequently when young men start drinking they more often drink to excess. Moderation in drinking is a refinement which goes with a highly developed civilisation, a cultured society and a condition of life where social restraint is stronger than in Canada.

Greater even than the movement for the abolition of the licensed bar is the general temperance movement. A business man who is known to take drinks in business hours is regarded with suspicion by his associates. The employee of a commercial, industrial or professional firm who is known to be a habitual or even occasional drinker is likely to suffer somewhat in comparison with those who are strictly

temperate. The number of persons who never touch intoxicating liquors except at meals or under special circumstances is steadily increasing. Compared with the conditions forty or fifty years ago, drunkenness is almost unknown, though perhaps the temperate or moderate drinkers form as large a percentage of the population as they ever did. There is no doubt, moreover, that the temperance sentiment is stronger in Ontario than in any other portion of Canada unless it be the Maritime Provinces.

THOSE who put stumbling-blocks in the way of national growth and national unification are not the best friends of Canada. The Protestant and the Catholic must meet on equal ground as citizens and those who would keep them from doing so have mistaken ambitions. The French and the English Canadian must meet together as citizens of the one nation, with the fullest trust in each other's national ambitions and aims, and those who would keep them from doing so will not find a niche in the temple of fame.

RACE AND CREED DIFFICULTIES

The advent of a French-speaking Canadian to the leadership of a Dominion political party and his subsequent selection as Premier of the Dominion, was evidence that the two races of Canadians were entitled to equal opportunities and equal honours. The career of Sir Wilfrid Laurier, casting aside his political character for a moment, has done more to bring the two races together than any other one influence in the past half-century. All over Quebec, the effect is seen in a growing regard for each other where formerly there was coldness and hauteur. In other parts of Canada, where the great majority speak English, it is no handicap to be of the ancient race. There are prejudices still in some quarters, but it is pleasant to know that these are slowly but surely vanishing.

One cannot but regret that occasionally these old prejudices come up to the surface and disturb the growing harmony of our national life. A Protestant arises, in a city where Protestants are in the majority, to advocate only Protestant teachers in the public schools; a Roman Catholic arises in another city where men of this faith are in the majority to protest against social intercourse between Catholics and Protestants. Or again, an English-speaking political bigot protests against French-speaking influence in certain quarters, while a French-speaking orator pleads with his people for "little" nationalism. All these occurrences are inimical to the highest national interests. At this particular juncture in her affairs, Canada needs the absolute and undivided fidelity of all her citizens. The problems to be faced were never greater. The responsibilities increase with the growth of population and trade. This is the time for a display of the most high-minded citizenship, and for the assumption of a broad national outlook.

CANADA is not the only country worrying over the question of "yellow" invasion. The Transvaal has been dealing with an invasion of Hindoos or, to use a more general term, Indians. These natives of India have recently been pouring into that colony in a way

RACIAL TROUBLES IN TRANSVAAL

which alarmed the whites. These Indians are law-abiding, gentle and industrious. The objection to them rested upon "colour" and their ability to undersell their white competitors. The people of the Transvaal therefore decided that no more should be admitted and that all those now in the Colony should be registered. Registration meant that all should be compelled to print their finger-marks in the manner demanded of criminals. This was an insult, the Indians declared, and they refused to obey. Then the Transvaal decided to deport them. The question then arose as to whether the Colonial Office in London should veto the legislation, on the ground that these people are British subjects and entitled to the protection of the Crown. Lord