



REFLECTIONS

BY STAFF WRITERS

THE Vancouver editors are paying their respects to the Canadian Manufacturers' Association and intimating that these capitalistic gentlemen are quite like the individuals who introduced slaves into the Southern States. "Their cheap talk of patriotism is really talk of cheap labour. . . And like the slave traders and slave owners of the last century, they are not wanting in assurances from the pulpit that they have religious warranty for inflicting the semi-civilised hordes of Asia on a community of white Christians."

VANCOUVER SPEAKS OUT

This quotation is not that of a leader of trades-unionism, not that of a political stump speaker; it is an extract from a leader in the chief Liberal organ of British Columbia, the Vancouver "World." Its editor is not pleased that the C.M.A. should have spoken up on behalf of Great Britain's treaty with Japan. He classes this association with the banking interests and other moneyed classes "whose only wish is to make the most of the natural resources of the province for themselves in the present," regardless of the future.

If the manufacturers had any idea that their opinion would be considered with respect in British Columbia, this is the answer. It is a plain, unvarnished answer. There is no doubt as to the sentiment. Any man who is not in favour of keeping out the Japanese, who have driven 3,000 white fishermen off the Fraser, is anathema.

If Sir Wilfrid Laurier feels that his protest against denouncing treaties in a panic should meet with favour among even the party journalists, he also has received an answer. This editorial goes on to state that if the Liberal candidates at the next general election do not avow their determination to do or die against the Asiatics, the Vancouver "World" will support independent candidates.

Perhaps the situation is not really as bad as the editor of the "World" would have us believe, but there is no perceptible weakening in British Columbia's attitude. The white people there are scared and they admit it, nor can political soft soap make the slightest change in their belligerent and determined attitude. The passive Chinaman they will tolerate; the determined, aggressive Jap they will fight to the last extremity.

THE Charlottetown "Guardian" figures that the proposed tunnel between Prince Edward Island and the mainland would cost ten millions, or \$300,000 a year at three per cent. It estimates the saving at \$325,375, exclusive of the damages accruing to the Province for the non-fulfillment of the terms of Confederation. If these damages are included, the saving would be at least \$425,000. This, it believes, shows that the tunnel would be a profitable investment for the Dominion Government.

To make the argument stronger, the "Guardian" estimates that the annual earnings of the tunnel would be \$100,000. Adding this to the saving of \$125,000, the Government would have \$225,000 a year for operating expenses and maintenance.

These arguments emphasise the costliness of Prince Edward Island to the Dominion Treasury. The winter mail service now requires two steamers and a third is

promised. Then the annual bill will be as follows:

Operating three steamers	\$194,055
Interest on their cost	22,500
Depreciation and risk	75,000
Winter mail service at Capes	8,323
Mail subsidies to summer steamers	12,500
Special trains to winter steamers	6,000
Subsidy to Telegraph Company	7,000

Total\$325,378

Looking at the question in this way, the tunnel is certainly a proposition worth considering.

IT looks as if the Canadian Pacific was getting unpopular in the West. The editorials of the past week, especially in the Winnipeg Free Press, have had a rather pungent flavour. The immediate cause is an increase in telegraph tolls on news going to Western papers and the failure of the Canadian Pacific associated press to please its customers. The Canadian Pacific Telegraph Co. has practically a monopoly of the business passing between Eastern and Western Canada, and up to the present it has refrained from taking any undue advantage of that situation. Its rates were high but it gave service in return, and both friends and foes were able to get it at the same price.

Now, the Nelson "News" claims to have been cut off because its conduct was displeasing, and the Winnipeg "Free Press" takes up the case with such warmth that it looks as if there are other reasons than this for anger. No doubt there is something to be said on behalf of the Canadian Pacific Telegraph Company; but even if this be the case, a breach with all the newspapers in the West would be a serious matter for the Canadian Pacific Railway. The C.P.R. has been charging fairly high rates on all its traffic, has been making much money out of its land sales and has generally reaped a considerable profit from its Western business. This profit it was fully entitled to in the main. However, just when the Canadian Northern and the Grand Trunk Pacific are offering keen competition, it would seem to be an unpropitious moment for a quarrel with the journals of public opinion in that portion of the country.

The C. P. Telegraph Co. would be wise to do nothing to make its telegraph tolls more burdensome at the present time. An agitation for government ownership of telegraphs and telephones is in the air, and telegraph companies are likely soon to find themselves within the jurisdiction of the Railway Commission. This is a time for placating the public with good service and reasonable rates rather than for irritating any influential portion of it by anything which might be construed as petty tyranny.

IT is gradually dawning upon the reader of the modern magazine, and it has been openly declared by a critic of the same, that the advertisements are the purest literature in the publication. This condition merely shows that new occasions create their own treatment. When the age becomes one of advertising, the artists and the verse writers are wise enough to recognise the fact and transfer their attention from sun-

ART AND ADVERTISING