

a country of such wide area as Canada it would be difficult to secure equal climatic suitability for a given set of days in all Provinces and latitudes. The main thing, however, is to scatter the holidays at reasonable intervals (avoiding the deplorable clash which now exists between Victoria Day and the King's Birthday) and to make them a little more numerous, or perhaps more lengthy, at those seasons when the spirit of unrest is most acute in men's minds—say at the first definite setting-in of spring, and in the richest days of autumn. Despite the recent protest by housewives about the nuisance of laying in provisions two days in advance for such an important table festival as Thanksgiving, it seems that Monday must always be the day consecrated to holiday purposes. Feeding is no longer the most important part of such occasions; change of place is the vital thing. Men and women and children who are tied down by the modern industrial and commercial system to one spot of the earth's surface for twelve months of the year are entitled to avail themselves of modern transportation facilities when their holidays arrive, and to use them to the full they must have two or three days at their disposal.

The holiday which is half observed and half unobserved is a nuisance to everybody and a benefit to scarcely anybody. The holiday which breaks up industrial and commercial operations at a time when those for whom exists cannot take advantage of it, for climatic or other reasons, is a heavy loss of productive power with small compensating benefit. The whole question is worthy of careful consideration by all the parties involved, from the religious organizations to the children, and from the labor unions to the general managers.

### The Immigration Question

The immigration question appears to be occupying a more prominent place in the United States presidential campaign than was expected. It is unfortunately a question, not unlike the tariff, which is extremely apt to be viewed from violently local and sectional, not to say personal, angles, so that solutions arrived as a result of election controversy are scarcely likely to be marked by wide knowledge and sound judgment. However, the New York Journal of Commerce appears fairly confident that something will be done by Congress in the near future, and that that something will involve a recognition of the important and elemental fact that the way to protect any nation against the undesirable effects of a large infusion of alien ideas as the result of immigration is not to stop immigration—a practically impossible policy in countries which are far more sparsely settled than the rest of the world—but to provide for a systematic process of education and assimilation to be applied to the

immigrants after they have landed in the country.

"Immigration through the ports of the eastern coast of the United States", says the Journal, "is now advancing with rapid strides. There would be a similar increase in the West if we were willing to permit it. Up to date we have done nothing and the time has come when it is essential to hit upon an immigration policy which will necessarily include a policy of dealing with immigrants after their arrival with a view to "Americanizing" them. The problem is of conspicuous importance because of the violent prejudice which has been aroused in the ranks of labor through the prospect that there may be competition with resulting wage reduction, while on the other hand employers are clearly urgent to encourage the movement of aliens into the United States in order to get the aid they need in running their factories on full time. There will have to be action by Congress, and this is likely to provide both some form of immigration restriction based upon reasonable tests of fitness and especially some means of education and assimilation after arrival. Since this is certain to be a topic of the utmost interest during the coming four years, it would be well if both candidates could get away from the small change of political evasion and take a definite stand which would show their attitude. There is no subject of greater general social and economic interest, affecting as it does the structure of our future government and political organization."

Most Canadians will probably learn with a measure of surprise that there is so much dissatisfaction with the machinery for "Americanising" immigrants into the United States, since the subject has received attention there for a much longer period than in the Dominion. Whatever the United States may do in this respect, it is urgent that Canada should not allow herself to fall any further behind. The proportion of immigrants to old population will for many generations be larger in this country than in the Republic, and that is the true measure of the problem. A definite provision for assimilation is absolutely necessary if our standard of civilization is to be kept up; and this does not mean that we must alter the religious beliefs of our new arrivals or their ideals of truth and beauty (which may be quite as good as our own), but that we must habituate them to our own standards of economic life and of public morals. The cost of this assimilating process might quite properly be charged against the immigrants themselves. At any rate a willingness to submit to it should be a prime requirement for admission.

### Prices and Long Run

Mr. Henry Ford's latest pronouncement reads like the literature of his Peace Ship period. It is in effect a promise to "get High Prices out of the trenches by Christmas." The Peace Ship did not make good; but then, few advertisers are able to carry out every word of their advertisements. Mr. Ford thinks in advertisement headlines, and

his own price reduction move is a headline of the most flamboyant kind. Whatever effect it may have on the prices of other articles, it will certainly boom Mr. Ford's own business and what more can be asked of any advertising?

Mr. Ford's great characteristic is that he never waits to see what anybody else is going to do, or to be compelled to do anything himself. He takes necessity by the forelock. It may very likely be true that the automobile industry generally will have to reduce prices in the near future; Mr. Ford most certainly does not yet have to, yet he is the first to do it. It is magnificent, and it is most decidedly war.

The automobile is halfway between a necessity and a luxury. The cheaper it is, the more it approximates to a necessity. If it enables a man to save its cost in carfare and house-rent—to live in the suburbs instead of squeezing himself into the central parts of town, or to keep his sons and daughters on the farm or in the village by enabling them to get away to the town at will—then it is a necessity. Every ten dollars knocked off its cost makes it a necessity to a wider public than before. Mr. Ford is determined that his car shall not be a luxury to anybody. He thinks that luxuries are going to have a hard time. He is probably right. It does not follow that the cost of other necessities will tumble very promptly. But in the long run if luxuries are largely curtailed, and the labor and capital devoted to the production of them are transferred to necessities, the prices of necessities will have to come down. It is likely to be a decidedly long run. Not everybody can transfer his plant from luxuries to necessities by making a change in the price.

### NOTES OF THE WEEK.

Proposals to stabilise exchange between different countries of the Empire are interesting and have a laudable object; but most of their authors appear to overlook the vital necessity of complete control of its own currency to any nation desirous of serious autonomy.

The question of the keeping open of motor routes for all-winter traffic between Canadian cities is one of the most important elements in the discussion of the relative merits of radials and good highways. Canadians have overcome most of the transportation disadvantages of their somewhat rigorous climate, and there seems to be no good reason why they should not succeed in operating motors on well-paved roads throughout practically every day of the winter.

The Western crop is estimated to be worth a billion dollars. It will be good news to the tax-collectors that so large a sum will thus pass under the operations of the Income Tax and other fiscal measures.