REFLECTIONS By THE EDITOR

The Cool Air of the North

COMFORT during the summer months for the people of the United States means a migration northward. Some of this migration comes to Canada, and we call it tourist traffic. As the population of the United States grows, more and more of this summer tourist traffic comes this way—to Nova Scotia and Prince Edward Island, where the Atlantic provides cool, wholesome breezes, to the St. Lawrence and other river valleys in New Brunswick and Quebec, to the various lake districts in Ontario, to the Rocky Mountains and to the Pacific Coast of British Columbia.

Are Canadians taking advantage of this great opportunity as they should? In Ontario, yes. In Quebec, yes. In the Maritime Provinces, no. Ten or twelve years ago, the writer wrote an article on Charlottetown, and pointed out that its greatest need was a huge summer hotel. The people were so angry at being given advice by a man "from Canada" that when a second visit was planned some hot-heads talked of getting a few rotten eggs ready for the occasion. Yet Charlottetown is still without a summer hotel, is still the same "sleepy hollow" as it was at that time. It has one of the most beautiful natural positions on the continent—a charming inland harbour, salt water-bathing, warm days and cool nights, magnificent drives, everything that the tired city dweller from Boston, New York and Pittsburg desires. Prince Edward Island might be the greatest pleasure spot in North America, but there isn't a summer hotel on the Island.

Much the same might be said of other portions of the Maritime Provinces. The tourist traffic goes where the summer hotel is, and the Maritime Provinces lack summer hotels. The C. P. R. has two hotels at St. Andrews, and it will have others. The C. N. R. has done something to help the southwestern coast of Nova Scotia. The rest of this great play-ground is served by Government railways, and, therefore, is without hotels. A Government cannot build and operate hotels, and few hotel men are anxious to build along a Government railway. Therefore, the Maritime Provinces will probably continue to get only a comparatively small tourist trade, until such time as private railway corporations get in there and build up the traffic.

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Travel by Rail and Ocean

BESIDES this migration northward from the United States, there has grown up in recent years a traffic by rail and water from all countries of the globe. A few years ago, the routes around the world, or from the Occident to the Orient, did not touch Canada. In the twinkling of an eye almost, Canada got to be part of the highway of the nations. The number of steamers coming from Europe to Quebec and Montreal is ten times greater than it was five years ago, and the human traffic is also ten times as large. The C. P. R. hotels from Quebec to Victoria have done much to make this trip pleasant and to induce tourists to travel more leisurely, and enjoy more of our cool, invigorating climate. The C. N. R. and G. T. P. have also entered on a hotel-building policy. Our transcontinental railways are superior in service and situation to those of the United States, and the traffic between Europe and Asia will ultimately pass largely through this country. Canada will be the Suez Canal of the West, if such a metaphor is permissable.

The ocean trip up the Gulf and River St. Lawrence is much more enjoyable and much more picturesque than an ocean trip with New York as the destination. The overland journey also offers more diversions, more contrasts, and much finer natural scenery. There are no deserts between Montreal and Vancouver, while the Canadian Rockies are superior to those of the United States.

Within ten years much of the summer traffic between Chicago and Europe will go via Montreal and Quebec. The railways are equal, and the steamboats will soon be equal. The Allans, the Canadian Pacific, the White Star and the Canadian Northern, are all straining for this tremendous ocean traffic, and they are bound to get it. Indeed, already they have much of it, while in the meantime they have completely captured the summer steamer traffic between Canada and Great Britain.

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Politics and Newspapers

POLITICAL writing in Canada has fallen to such a low ebb, that few people take it seriously. For example, Toronto is a Conservative city and will vote down any parliamentary candidate who does not declare against reciprocity, yet the two leading papers of the city are Liberal. The Toronto Tories read the *Globe* and the *Star* because they are good newspapers, and ignore their politics. This is especially easy in the case of the *Star*, because it puts its case mildly and fairly reasonably.

The same state of affairs exists in Montreal with conditions reversed. Montreal is Liberal in its tendencies, but the Liberal *Herald* hasn't anything like the vogue of the anti-reciprocity *Star*. The *Herald's* political editorials do not save it, and the *Star's* political fulminations do not hurt it.

In the United States, a newspaper's reputation depends upon its news and its general value as a news-paper. The political leaning of the paper is subordinate. It is coming to be the same in Canada. Few Tories refuse to read a good Liberal newspaper because of its politics, and few Liberals refuse to take a good Tory paper if it appeals to them in other respects.

The writing of political editorials is being left more and more to weak men, and this probably accounts for the manifest decay of ability and sanity in that form of editorial writing. The best men in the business are doing special writing and general editing where the work is more congenial to the conscience and more beneficial to the savings bank account.

With the decline in political editorials has come an increase in the circulation and earning power of the leading daily papers.

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The Much Abused Minority

SOME Liberal newspapers in Ontario and elsewhere are printing a lot of indignant talk about the iniquity of the Opposition at Ottawa which refuses to let the Majority rule. Isn't it a downright shame? Mr. Borden and his followers are acting disgracefully. They are blocking the voting of supplies and thus preventing the Government from passing reciprocity and generally doing what they blooming please. Why shouldn't Mr. Borden and his minority fold their arms and show that they are the nonentities which the Liberals say they are, and would like them to be?

Seriously, though, what is an Opposition for but to block legislation which they think the country does not approve? If an Opposition cannot do this justly, legally and constitutionally, why have an Opposition at all? Why not let only government supporters sit in the House, and then everything could be done quickly and smoothly?

It is the legitimate right of the Opposition to force a general election if it can. It was done in Great Britain not long ago, and no one criticized the Opposition for doing it. The voters returned the Government to power, and that settled the questions in dispute. It is the only method. It may be inconvenient, it may be expensive, and it may be that the Government will be sustained on appeal, but that does not prove that the Opposition is not acting properly. It would prove only that the Opposition misjudged the attitude of the people.

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British Migration to Canada

IF a citizen moves from Nova Scotia to British Columbia, Canada has lost nothing. If a citizen moves from Great Britain to Canada, the Empire has lost nothing. Therefore the surplus population of the congested portion of the Empire should be encouraged to migrate to the sparsely populated portions of the Empire. This is no loss, and it may be a gain.

This idea was advanced on this page a few weeks ago, and not wholly approved by the Kingston *Whig*. If Great Britain encouraged its people to go to the colonies it would not be trying to "get rid of them," but rather it would be sending them where they could do most for the flag, the Empire and themselves. Surely a Britisher in Canada earning a surplus over living expenses is a better asset than a Britisher in London whose existence depends largely on charity, state insurance, state employment bureaus and old-age pensions. Of course, if the Empire is only a figment of the imagination, then the *Whig* is right.

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Shooing the Professional Evangelist

AT last the Methodist Church seems to have wakened up to the loss of dignity which it has sustained because of its approval of the professional evangelist. He was a wise preacher who stated at Stratford last week that "evangelism without instruction is the most fruitful source of Methodist backsliding."

Evangelism is all well enough in its way, but when it becomes a profession it is a source of grave danger. It savours of sensationalism, and a religion based on that quality can have little permanence in it. A Conference evangelist might perform valuable service; a professional wandering evangelist does a little good and much harm.

If Methodism would cease pursuing its Workmans and its Jacksons, would allow education and reason great scope, and would rely more fully upon personal contact between pastor and people, its opportunities for growth would be greater.

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Will the United States Confess?

WILL the raising of the Battleship *Maine* in Havana harbour show that the Spaniards were not responsible for the disaster which precipitated the Spanish-American war? Will it place one more black mark against United States diplomacy? The letter of Admiral Melville, written in 1902, but now published for the first time, seems to indicate that Washington was officially informed that the Spaniards were not responsible. Yet Washington allowed the Yellow Press and the over-zealous government contractors to get the nation shouting "Remember the *Maine*."

If an accident happened which put Canada in a bad light, would the Government at Washington allow misinformed public opinion to run riot in that country as happened ten years ago? It seems inconceivable, yet uncontrolled public opinion is a mob and observes only mob rules. Fortunately for us, American diplomacy has gained much in experience and modesty during the past decade.

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More Fat Jobs Presented

NEARLY every newspaper in Toronto has written eulogistic editorials about the appointment of Mr. Arthur Wallis, editor of the *Mail and Empire*, to a fat position in the gift of Sir James Whitney. With all the kind things that have been said of Mr. Wallis, every journalist in Canada will agree. He is lovable, generous and honourable, and utterly incapable of giving offence in any personal way. His services to the party were worthy of a pension. But why should the Conservative party led by Sir James Whitney pension Mr. Wallis at the public expense? Why not at the party's expense?

The *Globe* replies to this somewhat generously by saying that the same position was once given by the Liberals to Mr. Gordon Brown—presumably for political service. The *Globe's* generosity is not quite equal to its inconsistency. It has been a keen advocate of high standards in public life; but because Mr. Wallis is a journalist, the *Globe* throws these standards into the hell-box in order to approve his appointment. If it is wrong to appoint a member of Parliament, a political organizer, or a ward-worker to public office as a recognition of party service, it is equally wrong to appoint a journalist.

Another appointment announced by the Whitney Government at the same time is even worse. A politician is made Inspector of Insurance for the Province. This is a position requiring highly technical knowledge and special experience, yet the appointee knows as much about insurance as most of us know about aeroplaning.

It is exceedingly strange that Ontario, the leading Province of the Dominion, should complacently allow its civil service to be bedevilled by political appointments. Not that all appointments to the provincial service are based on "pull" or "reward," but enough of them are to keep the service as a whole from realizing its highest possibilities.