

seldom witnessed in international relations—has helped greatly to raise the regard in which America is held by the Japanese.

Neither is it forgotten how sympathetic America was in the late Japan-China war.

Thus, take it all in all, there is no country which is regarded by the largest mass of the Japanese in so friendly and cordial a manner as America.

It is, therefore, with a sort of incredulity that we receive the news that some sections of the American people are clamoring to have a law passed prohibiting the landing of Japanese in America. It is easily conceivable to the intelligent Japanese that there may be some undesirable elements among the lower-class Japanese, who emigrate to the Pacific coast, and if such proves to be the case, after a due investigation by proper authority, the remedy might be easily sought, it appears to us, by coming to a diplomatic understanding on the matter, and by eliminating the objectionable feature. The Japanese government, would, without doubt, be open to reason.

But to pass a law condemning the Japanese wholesale, for no other reason than that they are Japanese, would be striking a blow at Japan at her most sensitive point. The unfriendly act would be felt more keenly than almost anything conceivable. An open declaration of war will not be resented as much.

The reason is not far to seek. Japan has had a long struggle in recovering those rights of an independent state which she was forced to surrender to foreign nations at the beginning of the intercourse with them, and in obtaining a standing in the civilized world. And if, now that the goal is within the measurable distance, her old friend, who may be said in some sense to be almost responsible for having started her in this career, should turn her back on her, and say she will no longer associate with her on equal terms, the resentment must necessarily be very bitter.

The entire loss of prestige in Japan may not seem much to the Americans, but are not the signs too evident that in the coming century that part of the world known as the "Far East" is going to be the seat of some stupendous convulsions from which great nations like America could not keep themselves clear if they would? And, is it not most desirable that in this crisis those countries which have a community of interests should not have misunderstandings with one another? It is earnestly to be hoped that the American statesmen will estimate those large problems

at their proper value, and not let them be overshadowed by partisan considerations.

For my part, I can not think that the American people will fail in this matter in their sense of justice and fair play toward a weaker neighbor, and such a movement as the present must, it seems to me, pass away like a nightmare. But, if ever a law should be passed directed against the Japanese as Japanese, it will be a sorrowful day personally to me.

It was my good fortune to pass several years of my younger days in two of the great universities of America, and to be made to feel at home as strangers seldom are. I would rather not say in what affection I hold America, lest I be accused of insincerity, but this much I may say, that some of the best and dearest friends I have in the world are Americans.

But the day such a law as spoken of should be enacted, I should feel that a veil had been placed between them and myself, and that I could never be the same to them and they to me. May such a thing never come to pass!

DAVID STARR JORDAN

*THE WESTERN EXCURSION FOLLOWING
THE WINNIPEG MEETING OF THE
BRITISH ASSOCIATION*

FOLLOWING the meeting of the British Association at Winnipeg a party of 180 officers and guests of the association took a most delightful excursion over the Canadian Pacific and Canadian Northern railways westward from Winnipeg.

The party left Thursday night, September 2, in a train of twelve cars, composed of nine Pullman sleepers, two dining cars and one baggage car.

On Friday, September 3, a stop was made at Regina, the capital of Saskatchewan, from 11:00 A.M. to 4:00 P.M. The citizens of Regina met the party with carriages and automobiles and showed off their young town to the best advantage. Lunch was served in the new city hall, speeches followed, and then a trip was made to see the finely equipped mounted police of this region.

At 5:30 a stop was made at the young boom town of Moose Jaw, where the party was met by a brass band and led up the main street under an arch composed of the products of the region. Supper was served in the skating rink as there was no other building in the town large enough to seat the three to four hundred citizens and guests. The party then returned to the sleepers and the train pulled out during the night and started across the Great Plains. Up to 4 o'clock

on Saturday views of fertile wheat fields of Canada were seen from the car windows, when the party arrived at one of the most attractive of the young, rapidly growing, Canadian cities of the northwest—Calgary.

A most hospitable, intelligent and energetic group of citizens met the party with carriages and automobiles and, under the direction of the mayor, carried them over a vast extent of territory and showed the great possibilities of the future city of Calgary. The prices of real estate in this region will not remain stationary twenty-four hours, according to all accounts. Supper was served in the parlors of the methodist church, after which speeches were made by the mayor, President Thompson and others. The train remained at Calgary until early Sunday morning so that the trip into the Rockies could be taken in the daylight.

Stops were made at Banff and Laggan, and these two remarkably picturesque resorts in the Canadian Rockies were seen as thoroughly as the limited time would allow. Early Monday morning the train left Laggan and went down the western slope of the Rocky Mountains across the Columbia River and climbed up the Selkirks.

A stop was made at Glacier from 9:00 A.M. to 1:35 P.M. and the party indulged in all kinds of glacial activities.

Revelstoke on the Columbia was passed Monday afternoon and the party enjoyed seeing the beautiful red salmon ascending the head waters of the Frazier River.

Tuesday morning the party reached Vancouver and took the steamer about an hour later to Victoria. The four and a half hour sail from Vancouver to Victoria was one of the most enjoyable portions of the whole trip. The steamer passed the delta of the Frazier River, then across the Straits of Georgia past the islands on the west side. The route of the steamer is a very interesting one among charming islands, with remarkable developments of very youthful shorelines.

Tuesday afternoon was spent at Victoria, and Tuesday evening was the one formal reception of the whole trip in the magnificent parliament buildings of British Columbia.

Wednesday morning the party was divided into groups, some to take automobile trips, some boat trips, and some to visit local points of interest. At 2:00 P. M. the return trip was made through the islands to Vancouver where at 8:00 P. M. Sir William White gave a public lecture on the British navy.

Thursday, September 9, was spent in the rapidly growing commercial city of Vancouver; this city being the western terminus of the Canadian Pacific Railway, and having a remarkably fine harbor which has developed at a very rapid rate in the past few years. Its commerce is increasing almost daily and the great importance of this city in the future is assured. One may call it the Liverpool of western Canada.

At 5:00 P.M. on Thursday the party went back to the sleepers and started on the return trip. Only short stops were made on the return across the Selkirks and the Canadian Rockies.

On Saturday morning the party reached the most northern point of the trip, and entered perhaps the most attractive and remarkable of the new cities of western Canada; Edmonton, the capital of Alberta, on the North Saskatchewan River. Edmonton, instead of being the jumping-off place as one might suppose from a casual inspection of the railroad map, is the meeting place of three lines of transportation: the railroad, the river and the dog-trains. The citizens of this place are building it up in a very broad-minded manner, looking to an assured future when this city will have several hundred thousand inhabitants.

The party was entertained at dinner in the large upper hall of the Roman Catholic Separate School, and speeches were made here as usual, after which the party went down to the old Hudson Bay Fort, which some of the older members remembered as the only building in Edmonton when they first came to the Saskatchewan River. A boat trip on this river showed the coal mines, gold washing, the new bridge of the Grand Trunk Pacific Railway, etc.

The party left Edmonton Saturday night over the Canadian Northern and reached Winnipeg early Monday morning.

F. P. GULLIVER

FOREST PRODUCTS INVESTIGATION

PREPARATIONS have been completed for the transfer of all the government's forest products work to Madison, Wisconsin, where the U. S. Forest Service Products Laboratory will be located, and to Chicago where the headquarters of the office of wood utilization will be established.

The new Forest Products Laboratory being erected at Madison by the University of Wisconsin, which will cooperate with the government in its forest products work and which