

## CANADA ON THE PACIFIC: 1866-1925

Among the nations which border the Pacific the Dominion of Canada has, in the past, played a relatively insignificant part in determining the destiny of that mightiest of all oceans. This has been very natural. In the first place Canada is not an independent state, she is part of the far-flung and world-embracing British Empire. Until the Great War she had no part in determining the foreign policy of that Empire and naturally, therefore, concentrated her attention on her domestic affairs. On two occasions, in the matters of the Bering Sea Seal Fisheries and the Alaskan Boundary, Canada displayed a real interest in international problems affecting the Pacific. She also took a leading part in the launching of the Pacific Cable scheme and even called the Ottawa Conference in 1894, attended by representatives from the Motherland and the leading British Colonies, at which the project was thoroughly discussed and suitable recommendations made. But in the main her eyes have been turned not to the west, but to the east and south, to the Homeland and to her great republican neighbor. The center of population in Canada is still in the east, in Ontario and Quebec, and British Columbia, although not so isolated as she was before the construction of the Canadian Pacific Railway and the later transcontinentals, is and always will be cut off geographically from the remainder of Canada by the immense barrier of the Rocky Mountains. The journey from Vancouver to Ottawa, the federal capital, requires four days, while that from Montreal to Ottawa occupies hardly as many hours. Need one wonder that the claims of the financial metropolis of Canada are heard more frequently and with much more sympathy than are those of the Pacific ports? Canada still faces the Atlantic. Some day she may realize more fully her destiny on the Pacific.

Before one can discuss Canada's present position as a Pacific power it is first necessary to trace the process by which British Columbia came into being and by which she linked her fortunes with those of her sister provinces in Eastern Canada. Space forbids one to sketch even in the barest outlines the voyages of Drake, Cook, and the Russian, Spanish and American explorers, or to tell once more the story of the Nootka Sound controversy. The epoch-

marking work of Captain George Vancouver cannot be traced in detail, neither is it possible to follow Alexander Mackenzie across continent "from Canada by land" to his rock in Dean Channel on the Pacific Coast.<sup>1</sup> Nor can one cross the Rockies in a blinding snow storm with David Thompson, nor come down the canyons with Simon Fraser, clambering around overhanging precipices on Indian ladders where human foot had no right to tread. One must pass over the romantic story of the Nor-Westers at Fort St. James on Stuart Lake, at Kootanae House on Lake Windermere, and at Fort Kamloops. No mention can be made of Fort Langley or Fort Victoria, nor even of the stout little *Beaver*, the pioneer steamship of the Northwest Coast. One may not dwell on the colonization of Vancouver Island nor on the gold rush to the Fraser in 1858. The camels of the Cariboo Road and the golden creeks of Cariboo can receive no detailed mention and the story of the governorship of Sir James Douglas, who built the "Appian Way of British Columbia" will remain untold.

The point of departure will be the forced union of the colonies of Vancouver Island and British Columbia in 1866. These two struggling British possessions, founded respectively in 1849 and in 1858, had fallen upon evil days. The Cariboo mines were not yielding in 1866 the untold wealth they had produced in the early 'sixties and Victoria, the only town of importance in the two colonies, was now faced by bankruptcy. We read in the *Victoria British Colonist* for June 5, 1866, the following rather embittered description of conditions in the colony of Vancouver Island:

"The San Francisco steamer takes away today fourteen or fifteen families. We say nothing of the able-bodied single men who are leaving us—although every industrious man is worth several hundred dollars to the country—but the loss of a family in our present infant condition can scarcely be computed. Nothing can be a surer index of mismanagement—of gross mismanagement—than such an exodus. It is an indelible disgrace to the colony and its rulers. With abundance of good agricultural land, with a magnificent climate, with our coast full of harbors, our waters full of fish, and our forests almost inexhaustible, with copper here, iron there, and coal everywhere—with, in fact, the most astonishing diversity of resources that can be found in any

<sup>1</sup> This rock was identified during the summer of 1923 by Captain R. P. Bishop of Victoria B.C. It is situated only a few miles from the present town of Ocean Falls, B.C. Captain Bishop's account of his discovery is to be found in his "Sir Alexander Mackenzie's Rock, End of the First Journey across North America," Ottawa, Department of the Interior, (1925), Historic Site Series, No. 6.

country throughout the globe and contiguous to a rich gold mining country—we have to-day no industry on the Island—no employment for the returned miner—nothing but a steamer to carry away our population.”

Conditions were not much better in the mainland colony of British Columbia. Settlement was very sparse indeed and agriculture was yet in its infancy. Once the gold began to fail, the colony declined. Expenditure exceeded revenue and deficit was piled on deficit. Every possible article was taxed, but sufficient revenue could not be raised. The colony possessed a full set of officials whose salaries had to be paid, no matter how the colonial debt increased.

In view of these facts the British Government passed an act uniting the two colonies. The union was unpopular in British Columbia, especially in New Westminster, and was not enthusiastically welcomed by Vancouver Island. But it was an obvious necessity unless both colonies were to become hopeless bankrupts. Vancouver Island lost her Legislative Assembly and Victoria ceased to be a “free port.” A Legislative Council, the majority of whose members were appointed and the minority popularly elected, was set up. After some bickering the capital of the united colony was fixed at Victoria. Frederick Seymour, the former governor of the mainland, was placed over the new colony.

The years from 1866 to 1871, from the union to federation with the Dominion of Canada, were crucial in the development of the British on the Northwest Coast. Three courses lay open to British Columbia. She might continue to be a struggling and isolated British possession, thousands of miles from her nearest sister colony. She might accomplish her “manifest destiny” and enter the great American union, or she might join with the eastern provinces of British North America in forming the proposed “Kingdom of Canada.” There was little, if anything, to be gained from isolation. It was, therefore, necessary for British Columbia to choose between annexation and federation.

Annexation was a very inviting proposal. Many, if not the majority, of the gold seekers of 1858 who came to the Fraser from California were American citizens. Victoria was full of Americans and the national holidays of the United States were duly in this very British town celebrated each year. Economically the colony was bound to San Francisco by closer ties than she was to the Motherland. Britain was far away, but the Puget Sound

ports were only a day's journey or so from Victoria and New Westminster, and a line of steamers was running regularly to San Francisco. Canada was even more inaccessible than Britain. American currency circulated at par in British Columbia and on one occasion at least letters were mailed from Victoria post office bearing United States postage stamps. Even after federation with Canada the notes of the Bank of Montreal were at a discount in New Westminster, although American bank notes were everywhere accepted at par. It was not until the completion of the Canadian Pacific Railway in 1885 that Canadian currency was commonly used in British Columbia.

One of the great arguments in favor of annexation was that British Columbia would be linked up with the American transcontinental railroads then projected or in course of construction. It was not considered probable by the exponents of annexation that Canada could undertake the immense expense of building a railway across three thousand miles of wilderness in order to connect British Columbia with the railways of the Dominion. The American transcontinentals were bound in time to connect the Puget Sound ports with the eastern states and British Columbia would thus readily secure that communication with eastern North America so essential to her progress.

Then, too, many British Columbians felt that there was practically no difference between the forms of government of the United States and of the British North American Provinces. There were many Americans, but few Canadians, in the colony. With Britain there was a sentimental tie but none with Canada. Britain, however, was not much interested in her more remote colonies. It was the day of "Little Englanders" and the Manchester School of economists. Even the *London Times*, then at the height of its influence, in a leading article declared that the Motherland could not prevent British Columbia from joining the United States if she should seriously consider so doing. In 1867 a petition was forwarded to the British Government by certain annexationists on Vancouver Island requesting that the colony be allowed to join the United States and later another petition was formally presented to President Grant asking for annexation. There was even a rumor that British Columbia might be handed over to the American Republic as a settlement in full of the Alabama Claims.

But the annexationists in British Columbia always remained

a noisy minority. They secured the support of two newspapers and of certain influential men including Honorable John Sebastian Helmcken, former Speaker of the Legislative Assembly of Vancouver Island, and of Honorable J. Despard Pemberton, former Colonial Surveyor. Never the less they could not convince the majority of their fellow countrymen that British Columbia should round out the United States on the Pacific Coast from forty-nine to fifty-four, forty. The Pacific colony was determined to remain *British Columbia*. The only alternative, therefore, to annexation was federation with Canada.

There were, however, difficulties in the way of federation. Governor Seymour did not really desire union with Canada and the official class saw in it the end of their control over the government of the colony. There was a growing demand in British Columbia for responsible government and it was certain that when the colony entered the Dominion a Legislative Assembly on the model of those existing in the eastern Canadian provinces would be set up. Amor de Cosmos, editor of the *Victoria Standard* and John Robson, editor of the *New Westminster British Columbian* kept up the fight for federation. The Legislative Council on March 18, 1867, passed a resolution in favor of union with Canada, but Governor Seymour took no steps to carry the matter farther. In January, 1868, a public meeting held in Victoria warmly endorsed the principle of federation; in May a Confederation League was formed; and in September the Yale Convention went on record as favoring the terms proposed by De Cosmos in April but voted down by the official majority in the Legislative Council.

And so the fight went on until in June, 1869, the sudden death of Governor Frederick Seymour deprived the official members of their natural leader. The new governor, Anthony Musgrave, appointed at the suggestion of Sir John A. Macdonald, favored federation, and although Dr. Helmcken kept up a brave fight against the inevitable, the issue was never in doubt after Musgrave's arrival. The Legislative Council in 1870, in a series of memorable debates, discussed terms of federation. Dr. Helmcken declared that "the people of the Colony have, generally speaking, no love for Canada," and that "Therefore no union on account of love need be looked for." But he was championing a lost cause. The people of British Columbia desired federation as the best possible solution of their problems. British they were

and were determined to remain. They were ready, if need be, to become Canadians.

The terms of union were duly drawn up and approved by both parties. British Columbia officially entered the Dominion of Canada on July 20, 1871. Canada had reached the Pacific and had entered upon a new epoch in her development. But the union could not be considered complete until a transcontinental railway connected Atlantic with Pacific. But how was a country so thinly populated and as poor as Canada then was to undertake to build a railway from sea to sea? British Columbia had rightly insisted on the construction of the railway as one of the chief terms of federation. Unless she had access to Eastern Canada within a reasonable time she could hope to gain nothing from her entrance into the Dominion. While sentiment had kept her British, it was the economic rather than the sentimental motive which led the Pacific Province to join her eastern sisters. All her hopes were centred in the railway. The iron horse, and, to a lesser extent, a protective tariff, could set at naught the hard facts of geography and weld Canada into one nation from Halifax to Victoria. The Dominion, on her part, needed British Columbia just as she needed Manitoba and the Northwest Territories in order to round out federation and to prevent her being shut in by American territory on the west as well as on the south. Canada needed an outlet on the Pacific, not so much as a base for possible trade with the Orient, for that was still in its infancy, as for strategic reasons. She could never hope to become a great nation unless her territory stretched unbroken from ocean to ocean. It is true that British Columbia was declared to be nothing but a "sea of mountains" and it was claimed that the transcontinental railway "would never pay for its axle-grease," but fortunately for Canada Sir John A. Macdonald and his ministers realized the necessity of making terms with the British colony on the far-off Pacific coast. There were many in Canada who had vision enough to foresee the part which the vast open spaces of the Hudson's Bay Territories would play in the subsequent development of the Dominion, although probably few realized the importance which within a short half century the Pacific Ocean would assume in world affairs, and how necessary it would be for Canada to have an outlet on that ocean. British Columbia was far away but it was under the Union Jack and there was a real desire to extend the Dominion to the Western Sea. Joseph Howe prophesied in one of his speeches that

some of his audience would live to hear the whistle of a locomotive in the valleys of the Rocky Mountains and George Brown looked forward to the day when "the British American flag shall proudly wave from Labrador to Vancouver Island and from our own Niagara to the shores of Hudson Bay." These dreams were to be realized. The Hudson's Bay Company relinquished its rights of sovereignty over its territories to the Dominion of Canada and, in 1870, the Province of Manitoba was created and the Northwest Territories organized. The next year British Columbia joined federation. Need one wonder that the Royal Arms of Canada today bear as their proud motto "*A Mari usque ad Mare*"?

By the terms of union the Dominion of Canada undertook "to secure the commencement simultaneously, within two years from the date of the Union, of a Railway from the Pacific towards the Rocky Mountains, and from such a point as may be selected, east of the Rocky Mountains, towards the Pacific, to connect the seaboard of British Columbia with the railway system of Canada; and further to secure the completion of such Railway within ten years from the date of Union." The Dominion also promised to provide "an efficient mail service, fortnightly, by steam communication between Victoria and San Francisco, and twice a week between Victoria and Olympia." Thus British Columbia was to secure the much needed communication with the outside world.

From 1871 to 1885, when the Canadian Pacific Railway was finally completed from Montreal to Port Moody on Burrard Inlet, the carrying out of the terms of union was vital to both the Province and the Dominion. The federal cabinet decided to place the construction of the railroad in private hands, although certain sections were built by the Dominion and later transferred to the Canadian Pacific Railway. Preliminary surveys were made by Sir Sandford Fleming and for a time all went well. But the ministry of Sir John A. Macdonald fell in 1873 as a result of the "Pacific Scandal" and the Liberal administration of Alexander Mackenzie was unfavorable to the railway project. Difficulties occurred between the Government of British Columbia and the Dominion cabinet with the result that in 1878 the provincial Prime Minister, George A. Walkem, introduced into the Provincial Legislature a secession resolution. Fortunately for Canada the Mackenzie ministry fell and the question of secession was quietly dropped.

In 1880, the present Canadian Pacific Railway Company was

formed and construction work began in real earnest. The building of the railway was the epic of Western Canada. Even today, forty years after the driving of the last spike at Craigellachie, B. C., on November 7, 1885, we wonder at the sublime daring of the men who planned and constructed the line through the Kicking Horse Pass or along the frowning canyons of the Fraser. Probably it is the romantic side of the railway's history which now has the greatest appeal, but then there was little or no time to waste in romantic dreams. The necessity was too great. "*Dum conderet urbem*" ("Till he found the city") was the goad of "pius Aeneas" until at length he reached Latium; "*Craigellachie*", ("*Stand fast!*" or "*Stick to it!*") was the motto of the builders of the Canadian Pacific. The letters "C. P. R." now hold in most of Western Canada the paramount position once enjoyed by "H. B. C." Not only does that company control the greatest railway system in the Dominion which is in private hands, but its subsidiary organization, the Canadian Pacific Ocean Steamships Services Company, has fleets on both Atlantic and Pacific. The close connection between the Canadian Pacific Railway and some of the most important financial institutions of the country has long been evident. Without the Canadian Pacific Railway the Dominion of Canada could never have reached the Pacific in fact as well as in name.

Soon after the entrance of the Pacific Province into federation Canada was forced to take cognisance of the existence of an Oriental problem in British Columbia. The first Chinese to arrive in what is now Western Canada had come in the gold rush of 1858 to the Fraser River. At first there was no feeling against Orientals. They worked hard and made money out of claims which the white miners had abandoned for El Dorados farther north. In 1863, the Chinese population in British Columbia was estimated at twenty-five hundred. Later the Chinese worked north to Cariboo. There the first agitation took place against the low rate of wages which the Asiatics were willing to accept. In 1872, the Provincial Legislature first grappled with the question. Resolutions were brought in, but defeated, to tax the Chinese \$50 a year and to bar them from federal and provincial public works. Further efforts to tax the Chinese proved equally unavailing. In 1879, the Canadian House of Commons took up the matter and a select committee reported that "Chinese immigration ought not to be encouraged" and that "Chinese labor ought not to be employed on Dominion public works."



Large numbers of Chinese were brought in as navvies during the construction of the Canadian Pacific Railway. During the four years, 1881 to 1884, no less than 15,701 Orientals arrived. The outcry against them rose higher and higher and in 1885 the British Columbia Legislature passed an act placing a head tax of \$50 on every Chinese immigrant. This act was a reply to the findings of a commission of the Dominion Parliament which in 1884 had investigated the charges against the Chinese and had reported in favor of the Orientals. The provincial act of 1885 was disallowed by the Dominion, but before the end of that year the federal government yielded to provincial pressure and imposed a head tax of \$50. The clamor against Oriental immigration then died down for a time, but there was still a demand that Chinese be excluded from public works and coal mines. But the immigration problem grew serious again in the late 'nineties and as a result the Dominion Government increased the head tax to \$100 and in 1902 to \$500, at which figure it remained until 1923 when all further Chinese immigration was forbidden. The Chinese in British Columbia have almost completely monopolized market gardening, and in the smaller towns the laundries and restaurants. Chinese restaurants are also to be found in nearly all the eastern Canadian cities and towns. Ten years ago in Kingston, Ontario, a small city of about 20,000 population, there was not a white restaurant left. The Chinaman was the undisputed master of the field. But, in spite of these facts, there is now relatively little agitation against the Chinese either in British Columbia or in any other part of Canada.

The problem of Japanese immigration has been, however, much more serious. The Japanese began to arrive in large numbers during the year 1907. Before that date, they had been coming in slowly but steadily, but in that year it was evident to the exclusionists in British Columbia that unless measures could be taken to stem the rising tide of Orientals the Pacific Province would cease to be a white man's country. An Asiatic Exclusion League was formed on August 12, 1907. Feeling against the Japanese ran high especially in the city of Vancouver. It was claimed that Europeans had been ousted from the fishing industry, and that the Orientals, particularly the Japanese, were seriously invading the saw mills, shingle mills and lumber camps, thus preventing the white men from obtaining employment. Labor agitators from the United States arrived to fan the flames. On Sep-

tember 8th race riots broke out in Vancouver. The mob attacked the Chinese and the Japanese quarters. "Chinatown" suffered greatly, but the Japanese drove off the invaders. At length order was restored by the police, but not until the Japanese had clearly demonstrated their ability to take care of themselves.

Japanese exclusion was demanded repeatedly during this period but it was impossible for the Province to pass legislation on this subject which would not be vetoed by the Dominion Government. As far back as 1900, the British Columbia Legislature had carried through an Immigration Act which required that every immigrant should be able to read the act in some European language. The Japanese consul in Vancouver had protested against this act as directed against his fellow countrymen and therefore as hostile to a friendly power. The Dominion disallowed this act and a similar fate befell acts of a like nature in 1902, 1904, 1905 and 1908. The act of 1907 was refused assent by the Lieutenant-Governor. The situation was further complicated after 1902 by the existence of the Anglo-Japanese Alliance. That alliance, essential as it was for Great Britain and the British Empire as a whole, was galling in the extreme to the exclusionists in British Columbia. Canada could not embarrass Britain and endanger the alliance by supporting British Columbian demands for Oriental exclusion. A way out was found by means of the Gentlemen's Agreement, 1907, whereby Japanese immigration was carefully regulated. As a result of this agreement the number of Japanese laborers admitted to Canada was restricted by Japan to four hundred. Later this number was reduced to one hundred and fifty. A few Japanese are still coming to Canada. During the six months ending September 30, 1925, the number of such immigrants entering the country for the purpose of taking up permanent residence was two hundred and thirty-seven.<sup>2</sup> In one week in 1907 two hundred and thirty-three Japanese were reported to have arrived in British Columbia. These statistics are eloquent!

The Japanese difficulty was hardly disposed of when Canada had to face another immigration problem, that of the natives of British India. These "Hindoos", most of whom are really Sikhs, are British subjects and have bitterly resented the treatment they have received from their fellow subjects in Canada. But British Columbians have been rigid in their determination to exclude East Indians and in this they have been supported by a majority of

<sup>2</sup> Vancouver *Daily Province*, November 25, 1925.

Canadians. In 1914, matters came to a head when the Japanese vessel *Komagata Maru* arrived at Vancouver with many hundred East Indians on board. The usual cry against cheap Oriental labor was raised and serious outbreaks occurred on the Vancouver waterfront. But the *Komagata Maru* sailed away with the East Indians on board, and the incident closed. These East Indians on their return to their native land were involved in difficulties with the British authorities. Thus the exclusion by Canada of the Indians was noised abroad over the length and breadth of Hindustan. When the Great War broke out a few weeks later, a dangerous propaganda was commenced by agitators among the Sikhs of Vancouver urging them to stir up revolution in India. Fortunately this came to nothing, but it clearly showed that the Indian nationalists were not forgetful of their fellow countrymen in British Columbia.

At the Imperial Conference of 1917, at which representatives of India were present, the members agreed that British Indians resident in the Overseas Dominions were to be treated as equals by the white men. These natives of India were to be allowed to bring in, as permanent residents, one wife and the children of that wife. But the Canadian authorities have not lived up to this agreement. Immigration of East Indian women and children has been barred, and according to the election laws of British Columbia, East Indians, as well as Chinese, Japanese and North American Indians, are disfranchised. Since in Canada federal lists are made up from provincial lists this means that "Hindoos" can not vote in the federal elections. Thus the British Indians in Canada have a real grievance against both the provincial and the federal authorities. In spite of this there has been no trouble to speak of since 1914 and the "Hindoos" in Canada, numbering about twelve hundred, have been quiet, law-abiding residents of the country. This vexed problem, although not finally solved, is at present quiescent.

On two occasions since the federation the interests of Canada and the United States have clashed on the Pacific. The Alaskan Boundary was the more important and more vexatious question of the two. It is not proposed to enter at any length into this thorny subject. The solution provided in the award of 1903, although just in principle, was not popular in Canada, and it was widely felt that once again Canada had suffered in the cause of Anglo-American friendship. In the matter of pelagic sealing the

claim of the United States that Bering Sea was *mare clausum* led to rather serious complications. British sealing vessels were seized by American cruisers. Many of these vessels were from Victoria, B. C., then the center of the Canadian deep-sea sealing industry. Great Britain protested and in 1892 a treaty of arbitration was signed by Great Britain and the United States. The arbitrators, who met in Paris, issued their award on August 15, 1893. Bering Sea was declared to be part of the Pacific Ocean, but no sealing was to be allowed in that sea, nor in any part of the Pacific Ocean north of 35° north latitude, between May 1st and July 31st of each year. The United States were ordered to pay damages for twenty vessels which had been unlawfully seized and for others which had been prevented from sealing in Bering Sea. After considerable delay the owners of the vessels were compensated. Finally in 1911 another treaty was signed, the signatory powers being Great Britain, United States, Russia and Japan, prohibiting pelagic sealing north of 35° north latitude. Russia, Japan and the United States agreed to hand over to Canada a certain proportion of the seal skins annually taken. The same three countries covenanted to give to each other a portion of the annual catch of seals. The result of this treaty, which was to continue for fifteen years, was to ruin the Victoria sealers. Canadian sealing vessels disappeared from the Pacific.

During the early years of the twentieth century Canada began to throw off the colonial status and to assert her rights as a self-governing nation of the British Empire. Canadian troops fought for the Empire in the South African War and at the Colonial Conferences of 1897 and 1902 Sir Wilfrid Laurier was the spokesman of colonial nationality. The opening up of the fertile lands of the Canadian prairie, the setting up of the new Provinces of Saskatchewan and Alberta in 1905, and the increased immigration into the Dominion were all factors in the awakening of Canadian nationalism. In 1907 the Colonial Conference became the Imperial Conference, and in 1911 the British Foreign Secretary, Sir Edward Grey, freely discussed foreign policy with the Dominion Prime Ministers. A Defence Conference had been held in 1909 and it was on this occasion that Canada first seriously considered the problem of naval defence on both Atlantic and Pacific. A Canadian fleet was to be formed, the Pacific base being at Esquimalt which was now manned by Canadian troops. But the Canadian navy became the football of politicians, and at the outbreak

of the Great War in 1914 the navy on the Pacific consisted of one vessel, H. M. C. S. *Rainbow*, although one should not forget the purchase by Sir Richard McBride, then Prime Minister of British Columbia, of two submarines which were being constructed in Seattle for a South American government. During the war Japanese men-of-war, and after 1917 American cruisers, guarded Canada's Pacific shores. The Australian fleet did yeoman service, and H.M.S. *New Zealand*, the gift of the Dominion whose name it bore, fought as a unit of the Royal Navy. The Canadian navy was conspicuous by its absence. It had been ruined by the politicians.

After the Great War, Pacific problems assumed an international importance hitherto unknown, and all eyes were turned toward the ocean of oceans. It became evident that the Anglo-Japanese Alliance would have to be revised or replaced by an agreement among the powers which had interests in the Pacific. At the Imperial Conference of 1921 the Canadian Prime Minister, Arthur Meighen, denounced the alliance and made it clear that Canada did not wish its continuance. The views of Canada and the United States on this matter were practically identical. Canadians regarded with favor the decisions of the Washington Conference, which appeared to have provided at least a temporary solution of the vexed problems of the Pacific.

The change in Canada's status, along with that of the other self-governing Dominions, was made evident to the world at the Peace Conference and again in 1923 when the so-called "Halibut Treaty" was signed by Canadian and American representatives. Canada had thus secured treaty-making powers and had entered into an agreement regarding the fisheries of the Pacific Coast. Before this Canada had enjoyed certain treaty-making rights, but she had always worked with the assistance of British officials. Her ministers had signed treaties before, but on this occasion the signature of the British Ambassador at Washington was not placed on the document. Lapointe, Minister of Marine and Fisheries, alone signed the treaty on behalf of Canada. This action on Canada's part was officially endorsed at the Imperial Conference which met the same year.

The opening of the Panama Canal has resulted in a great increase in the Pacific trade of Canada. Vancouver has become the second port in the Dominion and the third on the Pacific Coast of North America. Over fifty-five million bushels of grain and

nearly four hundred million feet of lumber were shipped from that port in 1924. During the same year 1009 sea-going vessels called at Vancouver. The number of sea-going vessels out of Montreal in the same year was 1223. Not all of this trade goes through the canal. Much of it is with China and Japan or with the Antipodes. Canadian exports to China in 1924 amounted to \$13,000,000, to Japan, \$27,000,000, to Australia, \$19,900,000, and to New Zealand, \$12,700,000. Canada is now obtaining a fair share of the trade of the Pacific. The new commercial treaty with Australia just negotiated by the Mackenzie King government should add to this overseas commerce.

To conclude: Canada is now finding her place on the Pacific. Her aims are peaceable. Her armaments are negligible. She seeks to advance her cause not by war but through avenues of trade. She is steadily building up a large mercantile marine, including immense vessels which belong to the Dominion Government. Already Canadian grain is being extensively used in the Orient where wheat is now taking the place of rice as a staple article of diet. In common with all other English-speaking nations on the "Pacific Rim" she is forced to solve the vexed problem of Asiatic immigration. But she is attempting to provide a solution which will not injure the feelings of the Asiatics. The "Gentleman's Agreement" with Japan has worked well. Chinese exclusion since 1923 seems to have produced no very hard feelings. The British Indian question, though not satisfactorily settled, is dormant.

Canadians are now becoming more interested in Pacific affairs. True this interest is as yet mainly confined to those dwelling on the Pacific Coast, but in time it will become nation-wide. Canadian delegates, including several from Eastern Canada, have attended Pan-Pacific Science Congresses. Last summer Canadians were present at the Honolulu meeting of the Institute of Pacific Relations.

Unlike the United States of America and her fellow Dominions, Australia and New Zealand, Canada has no insular possessions in the Pacific. She holds no mandate under the League of Nations. She merely occupies a few hundred miles of the North-east Pacific littoral. But for all that Canada is *on* the Pacific and will, we trust, become *of* the Pacific.

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