Growth of Trans-Pacific Trade—The Conflict

By GORDON SMITH

ARTICLE IV.

The struggle for commercial dominance of the water-borne trade of the Pacific is beginning—the climax of the Russo-Japanese war marked the commencement of a struggle the outcome of which is not difficult to see. The success of Japan in the recent war changed her position in the Orient greatly, and the nation became a greater factor in Pacific ocean commerce. Japan has set out with carefully arranged plan to fight for control of the carrying trade across the Pacific, not with battleships—unless they be needed—but with cheaply-manned tramp freighters bought cheaply. Japan is nothing if not ambitious and dominance of the North Pacific is the present programme of the nation's ambitions. Already the effect of Japanese competition is being severely felt; the cheaply-manned steamers flying the Rising Sun flag can bid for cargoes cheaply, and at such rates as are prohibitive to British, Canadian, American or other craft plying the North Pacific at present—cargoes can even be carried at a third less cost than by Norwegian tramps which were looked upon heretofore as the world's cheapest freight-droghers.

The fight for Pacific trade means much to the Japanese, and with the same system with which the "Three" of the military staff planned a successful war with Russia for ten years before the first gun was fired the general staff of the commercial side of the government are planning with the same attention to detail to make Japan the paramount commercial power in the far east and the carrier and distributor of the trade of the American continent with the markets of China, and contiguous countries of the Orient. The military and naval strength of the nation is being increased, the army is being practically doubled and all the dockyards are busy, new warships, torpedo-boats, submarines of new type, are being constructed, fortresses are being improved; in fact, it would seem that another war was being contemplated. This work is carried on with the usual secrecy, but the commercial preparations, the arrangements for the war that is to be, are being carried on with flourish of trumpets.

The hand of the government in the strife is seen by the increased subsidies to private enterprises, chiefly shipping, the nationalization of railways and other industries, and systematic State encouragement to all enterprises aimed to combat foreign trade. Sherman's dictum that "War is Hell" does not seem to have applied to Japan as a nation, however much it may have done to the individual. The war came not as a curse, but as a benefit to the nation. Purses and purses of gold were unloosed before were untied with victory, and the advertisement of war and its successes sent capital to Japan. Private enterprises came with mushroom growth, shipping increased as it had following the Chino-Japanese war, and the nation fitted itself for greater things—and the ambition of the Japanese grew largely in consequence of the successes of the war. It is this ambition which will be the driving wheel of the strongest engine in the trade of the Pacific Ocean.

Japan in First Place.

Already Japan has secured first place in the trade of North China and Manchuria, while Korea has become in effect a Japanese province. Central China will soon see Japanese commerce in the van. Bitter freight wars between long established British and German lines between China and Japan and between Japan and the Straits Settlements and Siam have marked the keen competition of the Japanese steamship concerns in that direction, and on the Yangtzse the heavily-subsidized Japanese river fleets have been combined to better cope with rivals. As Mr. Iwanaga, manager of the Nippon Yusen Kaisha recently put it: "Japanese steamship owners have decided to check the arrogance of foreign shipping east of Suez." To further aid the Japanese steamers in the Yangtzse trade, where four companies, the Nippon Yusen Kaisha, Osaka Shosen Kaisha, Hunan Kaisha and Daito Kaisha were amalgamated under the name of Nisshin Kisen Kaisha, the Japanese government increased the subsidies to $600,000 a year. Meanwhile, too, agents of Japan are busy in China, Siam, and elsewhere in the Orient seeking to arrange a Pan-Asiatic commercial confederation against the world. In the east Japan intends to cultivate trade in an Oriental nation; in the west the agents of commerce claim fellowship with the Occident.

Shipyards Are Busy.

Akin to the rush at the arsenals and dockyards on the eve of the recent war the shipyards of Japan are busily engaged in preparing for the war for the Pacific trade. Eight large vessels are being completed at the Kawasaki yards at Nagsaki and others are contemplated, and all other shipbuilding firms are equally busy building new vessels, altering old ones, repairing captured craft, and in every way preparing to adapt everything available to the new field of Japanese endeavor. To the two pioneer lines of steamers operating across the Pacific, the Nippon Yusen Kaisha's fortnightly service to San Francisco via Honolulu, other lines are to be added. Both the Shosen Kaisha and Mitsui Bishi lines have announced their plans, and other companies are expected to follow, while individual owners are already in the field with tramp carriers. The coming of numerous craft of this kind within the past few months has been a marked feature of Pacific trade which has not been without its effect on the vessels of other nations plying the Pacific. For instance the freight rate upon flour, formerly $5 per ton has been cut to $3 as a result of the competition of the Japanese tramps. Not only to North Pacific ports are new Japanese lines contemplated. The plans of the Japanese are more far-reaching. New lines are to be operated to Chilean ports, to Mexico in connection with the developments of that country where the establishment of a short railway line across the Isthmus of Tehuantepec has given a quick route to the Atlantic and the countries beyond. A line to Australia, via Manila from Hongkong to which port the various Japanese lines already in existence will carry freight for transshipment, is also contemplated.

U. S. Consul's Report.

That the struggle is not expected by other nations now prominent in Pacific trade is apparent from a recent report by U. S. Consul-General Rodgers of Shanghai. He says in part: "If the half that is told of Japanese intentions as to merchant marine is true, then an activity will ensue on the Pacific ocean which will astonish the world. It is too late this year to get full development, but one year from now, unless unseen causes intervene there will be a wonderful Japanese fleet afloat and every one of the nations which have practically monopolized the sea-traffic in the Orient will have to look to their laurels. This anticipation, which is current in Shanghai especially, is causing great uneasiness for the reason that many see in it a promise of the necessity for a frequent readjustment of freight traffic and a consequent diminution of profit. Those best informed predict entirely new schedules, and it is certain that many new plans will have to be inaugurated to meet the competition. Not alone on salt water is Japan making her advance. On the Yangtzse she will certainly have a large fleet and upon the smaller rivers and canals of China as well. She carries trade at Hangchow via the Whangpo and the Grand canal she already shares to a large extent, the service being conducted by smalle towing launches and lorchas. Soochow, Kuchow and other canal cities will also receive attention, and it is understood that her small coasting ships to places like Ningpo will be numerous. The Chinese, apparently, offer no impediment to these plans; on the contrary they appear to welcome them. In no way is the evident determination of Japan to inaugurate a commercial conquest of the Orient more apparent than in the announced diffuse intentions of her merchant service. In fact one has but to inspect the present sailing lists of the Nippon Yusen Kaisha and Osaka Shosen Kaisha and their allied lines to note that it is well known to everybody that the shipyards of Japan are the busiest places in the East today. The tonnage being prepared for service is enormous and the work goes steadily on.

Shipping Statistics.

How Japanese shipping is being increased is shown by comparison with the amount of tonnage under the reddalled flag in 1893 on the eve of the war with China. Then Japan possessed 167,000 tons of stemaers and 33,000 tons of sailing vessels. Two years later the shipping of the country had doubled. Then came the bounties for the encouragement of shipbuilding and navigation and there were other quick advances. From 1894 to the fall of 1906 818 steamers and 1833 sailing vessels of over 100 tons were built. In nine years the steam tonnage of Japan was quadruple of Then came the recent war when many steamers were purchased abroad, the net increase during 1904 being 133,000 tons, the total fleet being increased to a total of 791,000 tons. The expansion of national spirit because of the war with the plethora of steamers sent the Japanese shipowners further afield, and thus began the struggle with Japan is now making for the first place in the carrying trade of the Pacific. In Chinese and other far-eastern ports the Japanese shipping has shown marvellous increases. Where the Japanese shipping was one-fifteenth of the British in 1894 it now stands a one-fourth, and will soon have first place. Before 1904 the British shipping held chief place with Germany second and Japan third; now Germany has been ousted from second place. In some of the northern ports Japan has already come into first place in the trade.

An Ambitious Programme.

An ambitious programme has been undertaken by the joint chambers of commerce of Japan in furtherance of the campaign for foreign trade. The government, furthering the work, intends to place commercial agents at all important foreign ports, improve the consular service at all Pacific ocean ports. A recent meeting of delegates from all important commercial bodies of the Empire passed a series of resolutions in this connection. They are summarized as follows:

1. Extending and completing works on customs houses, and improvemnts in the former treaty ports.
2. Establishment of commercial and industrial commissioner's offices in the most important foreign ports.
3. Improvements in and extension of the consular service.
4. Improvements in the present methods of sending trade industrial students to foreign countries.
5. To establish cruising museums on large ocean-going steamers sent to foreign ports and commercial museums, bazaars or sample halls at important foreign ports of countries likely to be customers of Japan.

Another resolution urged the lowering of the duty on raw materials. This was done some time ago with regard to cereals; the government lowered the duty on grain and raised it considerably on flour. The result was a great increase in the flour milling industry of Japan. The duty on material for milling flour was placed at 15 per cent., while that on flour was advanced to 30 per cent. Prior to this step flour to the value of $2,500,000 was imported yearly into Japan from North Pacific ports of Canada and the United States. Manufacturing was aforetime and considered second to trading in Japan, but now attention is given to manufacturers and not alone in the Orient, but in Canada and the United States, Australia, Chili and other countries washed by the Pacific ocean a market is being sought.

Japan Manufacturing.

It is not generally known that a large trade is even now done across the Pacific in manufactured goods made from raw material shipped across the Pacific to Japan and returned across the big ocean as manufactured goods. From investigations made by the writer in Japan it was shown that a good margin of profit was open in many lines even with freight and duties to pay if raw material was sent from this side of the Pacific, manufactured in Japan and returned. With the expense of carriage and in duties added to the cost of manufacture it would still be possible to undersell similar goods manufactured either in Canada or the United States. Appraiser Dare at San Francisco has made a collection of articles manufactured in Japan from raw material furnished by the United States and shipped for sale in that country. They are made by machinery imported from this side of the ocean and of cotton and other materials bought in Canada or America and are shipped back invoiced at such prices with which Canadians or Americans cannot hope to compete. Among the goods are: Cotton crepe fabrics, dress goods and shirtings, cotton dresses, shirts, overalls, jumpers, pocket handkerchiefs and towellings; kimonas of silk and cotton, ladies' lawn waists, plain and embroidered; imitations of Mexican drawn work; cotton laces, such as collars, cuffs, doilies, etc.; artificial flowers for millinery; hat braids of straw and wood shavings; hair, tooth, nail, show, cloth, flesh, horse and scrubbing brushes; wooden and quill toothpicks; matches of all varieties; articles of wood, cabinets, screens, bureaus, dressing tables with mirrors; articles of fetal, smoker's articles, card receivers, trays, lanterns, vases, candlesticks, type, cuspidors, enamel ware, bronzes, diving suits with helmets, hose and air pumps; glass goods lamp shades, great variety of ornamental electric shades; earthenware, dishes and cooking utensils in endless variety; decorated chinaware, in varieties too numerous to detail; paper goods, letter, copying, wrapping, drawing and surface-coated paper in great variety; lanterns, fans, fancy boxes, pictures, lithographs; metal ware, silver table service, table sets and household ornaments in great variety; clocks, watches, bracelets and jewelry of all kinds, ornamental imitation jewelry; candles, tallow and wax; soaps, laundry and toilet; dolls and toys of all kinds; tennis racquets and gut for their manufacture; razors and scissors; lamps of glass and metal; canned goods, shrimps, fish, mushrooms and a great variety of vegetables; leather goods, purses, belts, card cases, etc.; brackets, willow, chip and straw, in endless variety; toilet preparations, tooth and toilet powders; umbrellas and parasols, and many other articles.

Cheap Labor an Advantage.

To these things might well be added machinery of all kinds, and, in fact, anything that could be copied. The conditions of labor in Japan give the Japanese manufacture the same advantage that the cheapness of the pay for sailormen to man the Japanese freighters gives the Japanese steamship owner in the carrying trade of the Pacific. The cheapness of labor enables the manufacturers of Japan to ship their goods into the markets across the Pacific at such prices as cannot be met by the local manufacturer. In Japan children are employed in factories for less than two cents a day, women for ten cents a day and men for from twenty to fifty cents per diem. A man earning fifty cents is considered a very high-priced workman. The shameful disregard of foreign patent rights is another advantage to the Japanese manufacturer. Popular articles shipped from Canada, Great Britain, Germany and the United States are duplicated even to the trade-mark and label, often with laughable results—no matter how careful the Japanese maker is to copy the article itself the label is often badly copied and the printing misspelled and ridiculously misquoted. For instance the writer was offered a Japanese imitation of claret once at a Shimonoseki hotel, which had the following label:

Fogren county wines little seal
St. Julien
Bottled by Bordeaux.

Good Imitators.

So, runs the whole gamut of imitations. A traveler who passed through Victoria a few days ago on his way to New York from Korea showed the writer a letter from a Kobe firm of manufacturers of machinery (Japanese) offering to duplicate at one-third less price any machine of which he would send working drawings or a copy.

At present the factories of Japan are in their infancy; when they have advanced more the seriousness of their competition will be felt. As yet the invasion of the local market has hardly begun; but the time will come soon, when following the struggle of the Japanese shipowner for dominance the Japanese manufacturer will begin his competition underselling all others, even the most notorious sweatshops in the United States. Iron and steel is no longer imported to the Orient in the same measure it was some years ago; government bonuses have given rise to a large home industry in Japan, and rolling mills and steel plants of Moji, Wakasu, and elsewhere in Nippon supply the plates for Chinese warships as well as the fighting and commercial craft now building in Japanese shipyards. Last week a Japanese tramp reached Portland with a full cargo of pig-iron. The day when foreign shipbuilders are called upon to supply the warships and steamers has already passed. Japanese cotton mills now manufacture the garments that clothe the Korean and Manchu while piece goods sent from England and the United States lie uncalled for in the godowns and hongs of Shanghai and Tientsin. The American and English tobacco trade—there is a vast demand for cheap cigarettes in China, Korea and Japan—has been driven out within the last two years, and instead of the product of the British and American factories the government-owned factories of Japan supply the millions of smokers of the Orient, even to the Straits Settlements and some parts of India. Japanese matches have ousted all other makes and are now competing with those made in America and England in the home markets of those countries.

National Harbors.

How optimistic of the future of the struggle in the coming commercial war are the Japanese is obvious from the ambitious programme of development of national harbors. Kobe, at present is the chief centre, but a great work is being undertaken to make Osaka the great national port of Japan. Five million dollars are to be expended on the first work, and many millions will later be spent. Mr. Takugara, a leading merchant of Osaka in a recent letter to the Japan Chronicle of Kobe says: "It is time for Japan to move forward. Europeans and Americans have done much in building up trade on the Atlantic and it is possible for Japan to do the same on the Pacific. Japan is already doing business with the principal countries of the Pacific and is eagerly looking forward to the time when it will be able to extend its trade into all parts of the world. To do this, it will need facilities for handling, forwarding, receiving and transporting goods."

Mr. Nakahashi, another Japanese merchant, writes in a vernacular paper that while Panama will be the leading port of the Pacific Osaka will be next in importance. He says the chief ports on this side in order of importance, will be Panama, San Francisco, Seattle and Vancouver, no important port being possible on the South American coast as geographical conditions will not permit. In Asia the ports will be Hongkong, Shanghai, Osaka, Manila and Dalny, all of which are capable of being improved and doubtless will be as trade increases.

Commercial Reports.

Discussing the relative advantages of the several principal commercial ports of the far east, Mr. Nakahashi says: "Manila will not, despite Kiddie desires and efforts of Americans, develop into a first class tradal port owing to the fact that, apart from the torrid climate, it has neither factories of importance or a large field for industry. Dalny, while, as an intermediate port for China, Japan or Korea, the distance is too great and fuel too dear. The same may be said of Dalny to a certain extent with the only exception in its favor that it is a terminus of a 500-mile railway, mails and a certain class of passengers will pass through this place. But so long as railway freight cannot successfully compete with steamships, and Eastern Siberia and Northern Manchuria remain more densely populated than Southern Manchuria, Dalny will remain a second-tradal port. It is therefore only Hongkong, Shanghai and Osaka which possess qualifications which will enable them to develop into important emporiums in East Asia. The shortcomings of Hongkong are that, being an isolated island, its scope is necessarily limited; it has no manufacture to speak of, while the sphere of island trade is confined to the neighborhood of Canton. Although Hongkong may continue as a chief distributing centre of European traffic, its position is not suited to be a large mart for Pacific trade in the future. Shanghai is better situated than Hongkong in having millions of people in the Yangtzse valley, many factories in its vicinity, while it has a favorable position as an intermediate station. Its only weak point is that the harbor is not as deep as it should be for a large commercial port, and this fact greatly discounts the possibility of its becoming a port of much greater importance than at present.

The Distributing Centre.

"Osaka, on the other hand, not only is situated on the highway of the world's commerce, but its position is unique as a distributing centre for China, Korea, and the South Sea Islands. It possesses within easy reach many factories turning out articles for export, while in the matter of domestic trade it covers an area containing two-thirds of the total population of the country. For fuel the coal fields in Kyushu will give a practically unlimited supply.

Osaka has already laid the foundation of becoming a great harbor, and if the breakwaters are further extended so as to keep a depth of 35 feet in the harbor, it will become a port possessing as nearly as possible all the essential elements of a large commercial emporium in the Pacific."

The writer of Osaka ignored Yokohama, but the big port of Tokio which is nearest to this coast declines to be ignored, and is being rapidly developed to keep pace with the development of the east. All over Japan xists the same spirit of progressiveness to take advantage of the future, and the future is regarded as belonging to Japan. No longer will Japan and China be the sponge to absorb the surplus products of the Occident. The nation which less than four decades since was bounded by the great wall of the Shogun's command that no foreign trade must be done on pain of death has now by the Mikado's decree gone into the world's marts to fight the traders of other nations in their own markets—and the industrial centre of gravity may be shifted.

The future promises irrepressible commercial conflict with Japan on the Pacific—and the outcome cannot be seen.

WEAK HEART
SYSTEM WAS RUN DOWN

When the heart is healthy and performing its fuctions naturally, it should beat regularly seventy-two times a minute without causing its owner the slightest inconvenience or distress.

When it begins to beat irregularly or intermittently, palpitate and throb, skip beats, beat fast for a time, then so slow as to seem almost to stop, it causes great anxiety and alarm.

The least excitement or exertion seems to affect it.

Many people are kept in a state of morbid fear of death, become weak, worn and miserable, and are unable to attend to either social or business duties, through unnatural action of their heart.

To all such sufferers

MILBURN'S HEART AND NERVE PILLS

can give prompt and permanent relief. Mrs. F. Fletcher, Sault Ste. Marie, West, Ont., says: "I have been troubled for four or five years with weakness, and run down system. My feet were always cold and I felt almost dead. My heart was weak and I was so nervous I could hardly walk across the street. I started taking Milburn's Heart and Nerve Pills, and after using three boxes I felt much better. I continued their use until I had taken twelve boxes and I am now well."

Price 50 cents per box or 3 boxes for $1.25 at all dealers or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

The Best Guaranty of Merit Is Open Publicity.

Every bottle of Dr. Pierce's world-famed medicines leaving the great laboratory at Buffalo, N. Y., has printed upon its wrapper all the ingredients entering into its composition. This fact alone places Dr. Pierce's Family Medicines *in a class all by themselves*. They cannot be classed with patent or secret medicines because they are neither. This is why so many unprejudiced physicians prescribe them and recommend them to their patients. They know what they are composed of, and that the ingredients are those endorsed by the most eminent medical authorities.

The further fact that neither Dr. Pierce's Golden Medical Discovery, the great stomach tonic, liver invigorator, heart regulator and blood purifier, nor his "Favorite Prescription" for weak, overworked, broken-down, nervous women, contains any alcohol, also entitles them to a place all by themselves.

Many years ago, Dr. Pierce discovered that chemically pure glycerine, of proper strength, is a better solvent and preservative of the medicinal principles residing in our indigenous, or native, medicinal plants than is alcohol; and, furthermore, that it possesses valuable medicinal properties of its own, being demulcent, nutritive, antiseptic, and a most efficient antiferment.

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Not only do physicians prescribe the above, non-secret medicines largely, but the most intelligent people employ them—people who would not think of using the ordinary patent, or secret medicines. Every ingredient entering into the composition of Dr. Pierce's medicines has the strongest kind of an endorsement from leading medical writers of the several schools of practice. No other medicines put up for like purposes has any such *professional* endorsement.

Dr. Pierce's Pleasant Pellets cure constipation. Constipation is the cause of many diseases. Cure the cause and you cure the disease. One "Pellet" is a gentle laxative, and two a mild cathartic. Druggists sell them, and nothing is "just as good." Easy to take as candy.

The skin rids the system of more urea than the kidneys?

Nearly one fifth of the waste products of the body is eliminated by the skin. Suppose there is some unsuspected, unseen skin trouble—the pores are closed—the skin is unable to rid the system of its share of the waste.

Then the blood carries this waste product to the kidneys—immediately they are overworked—they strain to throw off the extra load. What the kidneys can't possibly eliminate, the blood takes up again and deposits on the nerves.

Then come the dull aches in back, hips and head—the nerves unstrung and irritated—the urine charged with impurities and highly colored—and you fear you have "Kidney Trouble."

Nonsense. Your kidneys are overworked—not diseased. What you need is "FRUIT-A-TIVES" to act on the skin,

Fruit-a-tives

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open the clogged pores—start up healthy skin action—and let the skin perform its natural function. This instantly relieves the kidneys of overwork—the back-aches stop and the complexion is beautified. There is no excessive waste matter in the blood to bring dull headaches—the urine is cleared—the bowels are opened and regulated—and the kidneys strengthened.

"FRUIT-A-TIVES" act directly on the three great eliminating organs—Skin, Kidneys and Bowels—make them well and keep them well. That is why "FRUIT-A-TIVES" cure so many cases of apparent kidney disease that are really skin troubles.

"FRUIT-A-TIVES" are fruit juices—in which the natural medicinal action of fruit is many times increased by the secret process of making them. Valuable tonics and antiseptics are added and the whole made into tablets—the finest formula known to medicine.

Buy them—try them—and cure yourself at home. 50c. a box—6 boxes for $2.50. At all druggists or sent on receipt of price. 106

FRUIT-A-TIVES Limited, OTTAWA.

FRUIT INSPECTOR MAY PROSECUTE

Finds Infractions of Fruit Marks Act on the Part of Victoria Dealers

Maxwell Smith, Dominion fruit inspector, arrived from Nanaimo on Sunday, and will spend a few days in the city. He said yesterday: "At Nanaimo and also in Vancouver, I found evidence of a wholesale violations of the 'Fruit Marks Act' on the part of some Victoria wholesale fruit dealers. The matter will probably receive official attention at my hands in the near future. Wholesalers and dealers can hardly expect me to strictly enforce the act in question against local growers unless they are prepared to do their part in complying with the Dominion regulations.

"One thing it might be well to call attention to is that one of the best opportunities of displaying the fruit growing capabilities of British Columbia will be offered next December, when the International convention of the Victoria Fruit Growers Association will be held in the city of Vancouver on December 4, 5 and 6.

"This is the first time in the history of that association of fourteen years standing that the convention has been held on Pacific coast territorial boundary. The association includes the fruit growers of the states of Washington, Oregon and Idaho and the province of British Columbia. In connection with the convention there will be held a competitive fruit display which will give British Columbia an opportunity of lining up alongside of the strongest competitors and will be a better opportunity of demonstrating what British Columbia can do in the fruit growing line than even the exhibition of the Royal Horticultural society of London, England.

"I might say that I have been appointed secretary of the association for 1907 at the convention held in Seattle last January, when it was decided that the association should be held in British Columbia. I will be glad to furnish information to those interested with regard to the show. There will be probably from 400 to 500 delegates to this convention and most of those from the south of the international boundary will likely purchase their tickets via Victoria, thus being afforded an opportunity of seeing this city and its possibilities."

YUKON DEVELOPMENT.

Introduction of Hydraulics on Large Scale—Ditch Fifty Miles Long.

An interesting phase of the development which is going on in the gold fields of the northern continent was described in conversation with a Montreal Star reporter at the Windsor hotel by Mr. Benjamin R. Wheeler, of Seattle, who spent a considerable portion of last year in an extensive trip through the Klondike and especially the Bonanza Creek district. This development is the introduction of hydraulics on a large scale.

"Of course, the working of the mines in the most modern and up-to-date way," he said, "pre-supposes the combining of a large number of claims and the acquiring of extensive tracts of ground. This has been done very generally in the Bonanza Creek district, most of which is now controlled by a syndicate. This association has already installed a number of dredges, and is to instal several more as soon as they can be got from the factories. But there is one great drawback to the hydraulic system, and that is the lack of water for the purpose of working the hill and bench claims, which require a great deal more. So far there has been a sufficiency of water only for a short period of the year."

Mr. Wheeler went on to state that efforts were now about to be made on a very large scale to get control of the water supply by means of dams and that this special syndicate had in view the damming of Bonanza Creek, which would hold the water back for two miles and preserve the spring freshet. Reservoirs are also to be constructed as well as ditches from rivers that are at the right level. One such ditch is fifty miles long.

"This ditch gives one some idea of the enterprise of the miners of the Klondike," continued Mr. Wheeler, "when it is considered that it will be about fifty miles long and will have a capacity of about ten thousand miner's inches of water. It runs from the Twelve-mile river to the Bonanza Creek district. Of the fifty miles eleven are to consist of stave wood pipe, about fifteen miles will be of flume, and the rest will be ordinary ditching. There are a number of depressions along the way to be crossed, and this will be done by means of inverted siphons. About five miles of the ditch were completed by the end of last season at a cost of about half a million dollars. They expect to have it in operation by 1908."

Dr. J. Collis Browne's

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ORIGINAL AND ONLY GENUINE

Each Bottle of this well-known Remedy for Coughs, Colds, Asthma, Bronchitis, Neuralgia, Toothache, Diarrhoea, Spasms, etc. bears on the Stamp the name of the Inventor,

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Numerous Testimonials from Eminent Physicians accompany each Bottle.

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Sole Manufacturers, J. T. DAVENPORT, London

Wholesale Agents, Lyman Bros. & Co., Ltd., Toronto.

CABINET CHANGE

Report That Hon. L. P. Brodeur Will Retire from Ministry

Ottawa, March 11.—Hon. L. P. Brodeur, minister of marine and fisheries, will resign his portfolio in the cabinet of Sir Wilfrid Laurier, and will go on to the bench of the supreme court of Canada.

No official announcement has yet been made. Hon. Mr. Brodeur will be succeeded, it is stated, as minister of marine and fisheries, by Hon. G. H. Murray, the Liberal Premier of Nova Scotia.

DR. WOOD'S NORWAY PINE SYRUP

This wonderful cough and cold medicine contains all those very fine principles which make the pine woods so valuable in the treatment of all lung affections.

Combined with this are Wild Cherry Bark and the soothing, healing and expectorant properties of other pectoral herbs and barks.

For Coughs, Colds, Bronchitis, Pain in the Chest, Asthma, Croup, Whooping Cough, Hoarseness or any affection of the Throat or Lungs, you will find a sure cure in

Dr. Wood's Norway Pine Syrup

Mrs. H. A. Misener, Port Williams, N.S., says: "My son had a dreadful cough. It started in the fall and lasted all through the winter.

At last we became very much alarmed about it and started to use Dr. Wood's Norway Pine Syrup and before he had used one bottle his cold was completely cured."

Price 25 cents per bottle. Put up in a yellow wrapper. Three pine trees the trade mark.

Refuse substitutes. Dr. Wood's is the genuine.

PRESIDENT SENDS APPEAL TO CALIFORNIA

Asks That No Legislation on Japanese Question Be Enacted by State

Sacramento, Cal., March 11.—President Roosevelt has again appealed to the legislature of California to stop all Japanese legislation. The president has sent a telegram to Governor Gillette, urging that the legislature suspend all Japanese legislation and expressing the fear that the action of the senate on Saturday in passing the two Japanese bills by Wolf and Keane and Sanford's resolution may render ineffective his efforts to secure exclusion of Japanese laborers by friendly agreement with Japan.

The governor transmitted the president's telegram to the assembly this morning, where action was to have been taken today on the two bills and the resolution adopted by the senate, with a message recommending and urging that the president's request be acceded to. On Stanton's motion the assembly, by a viva voce vote, decided to take no action on the bills on the file. The action referred to by the president was the passage of the bill limiting the age of children when first entering primary schools to 10 years, of the measure prepared by the Japanese-Korean exclusion league submitting the question of Asiatic exclusion to a vote of the people, and of Sanford's resolution protesting against Japanese naturalization.

The message created something of a sensation in the lower house. G. L. Johnson arose, expressed his confidence in the governor and the president, believed the matter should be left to them, and moved that it be the sense of the assembly that no action be taken on the Japanese question at this session. The motion was carried.

AN INSURANCE RATE

Lord Charles Beresford's Classification of Naval Expenditure

San Francisco, March 11.—Lord Chas. Beresford, admiral of the British Channel fleet, has arrived here on his return from Texas, where he has been settling the estate of his brother, the late Lord Delaval Beresford. The admiral still believes in battleships in spite of the international project of disarmament. "The people have become the arbiters of peace. They realize the horror of war and that battleships are cheaper than battles. War is no longer determined by parliaments, and the people look upon the cost of battleships as an insurance rate."