Japan Hears That the United States Doubts

Nippenese grieve because some newspapers here believe Island Empire will keep Tsing-tao, which Germany leased.

Tokio, Japan, Feb. 9—The questioning by part of the press of the United States of Japan's good faith in the matter of the restoration to China of the leased territory of Tsingtao, recently taken from Germany, has caused some surprise here. But the Japanese seem to have ceased to worry over the reiteration of what appear to them to be unjust accusations in the land from whose government and people Japan believes it has the best of right to expect at least a larger regree of generosity.

At this stage of developments in the far east there is no evidence of intent or desire on the part of the government of Japan to regard lightly any pledge, promise or obligation entered into with any nation. The continued implication of duplicity in connection with all diplomatic dealings, large and small, to which Japan has been and is a party, is looked upon as not in keeping with the reputation for fairness America has won among the people here.

What reasons have Americans—American newspapers or American people—for suspecting Japan of bad faith in this matter of the leased territory of Tsingtao? The story of America-Japanese relations since the days when Commodore Perry knocked at the door of Nippon, demanding admission and a treaty, is known. Both were grudgingly granted, but granted they were, and from that day Japan, it is pointed out, has kept word and kept faith in all her dealings with the United States of America. The Americans who followed in the wake of Perry's ships to trade in the treaty ports of Japan have been prosperous, for the most part. It is true those less fortunate than the holders of "perpetual leases" cannot become lords of the mannor here—in fee simple—but they can and do hold real property and estates on leases undisturbed for nine and for ninety-and-nine years. They can and do in large numbers, hold and own land under "superficies"—a deed that gives them all the surface of the ground in fee simple, but not what lies below.

Aliens Hold Land.

Americans, English, Germans, French and Russians and the men from the "lands of elsewhere" own and hold real estate in Japan as securely and with even less chance of disturbance than they can hold it elsewhere, except perhaps in their native parish, and often more securely even than "at home."

It is not easy to say how much real estate is held in Japan by Americans, but it is a large holding and of great value. They hold it in town lots; in business houses and premises, as country residences, as farms. They hold it as church property, and as the property of mission boards. In Korea, which is Japan, they hold it freely and in fee simple too, as miners and as merchants. They hold it in large and they have held it in small blocks, to make large or small profits thereon. Perhaps this assertion may assist a correct understanding of the situation.

During the war with Russia America was the friend of Japan. Japan was grateful. Ten years before the war when Japan was endeavoring to secure a foothold as a nation, to free herself from the burden of extra-territorial interference, Ameica was her first friend among the larger nations. Japan was grateful then. At the close of the war with Russia, America stood the friend of Japan. The peace treaty signed at Portsmouth would not have been signed had it not been for the good offices of Americans and of the then President of the United States. Nothwithstanding a contrary demonstration in Tokio, the real people of Japan were grateful.

Friendly to United States.

The present premier, Count Okuma, has spoken often and openly of these bases for friendship and of the debt which Japan feels she owes to America. Many others, some of the gone—Prince Ito, Prince Katsura, Count Hayashi, Marquis Komura—all have spoken publicly, with feeling, on this subject. These were not men who spoke lightly, or who signed treaties only to break them. Japan is indeed very grateful to America.

There have been statements published of braches by Japan of treaties and agreements made with China. These, it is shown, have been merely assertions without evidence to support them. Japan, it is declared, has broken no treaty or agreement ever made with China. There was talk of an agreement with Korea broken by Japan. It is true that an agreement was canceled, but not until after it had been broken by the Emperor of Korea and his government.

Japan as a nation, then, it is pointed out, has kept faith with America, and yet today despatches declare that a considerable section of the press of America questions the good faith of Japan in connection with the future disposition of Tsingtao, the former German stronghold of the far east. Japan, assisting England, declared war on Germany. Tsingtao was taken. But, declare the Japanese, what about the conditions? Japan's ultimatum to Germany asked for the surrender of Tsingtao before the fifteenth of September in the interest of the peace of the far east and with a view to its ultimate return to China. Either Germany must have complied with the demands of the ultimatum and its terms or the terms of the ultimatum would no longer hold and Japan would take independent action. Germany ignored the ultimatum and, it is asserted, in effect lost all right to claim any of its terms.

Tsingtao was held by Germany under a lease of 90 years, granted by China some 15 years ago. The seizure of the property does not cancel the lease on either side. China surely has no interest except what is reversionary. Thingtao ultimately must be returned to China, it is true, but Japan in loyalty to her ally cannot return now to China property and interests that must be considered still as of debatable ownership. Can Japan be expected without settlement, say the Japanese, to hand back to China this leased territory which Japanese and English troops and ships invested and blockaded for about two months at a cost of perhaps $25,000,000 But, it is declared, Japan will keep her word, and she would have observed the terms of the ultimatum if Germany had peacefully handed over the fortress before September 15.

DELICATE YOUNG GIRLS, PALE, TIRED WOMEN

There is no beauty in pallor, but proof of plenty of weakness. Exertion makes your heart flutter, your back and limbs ache, and you sadly need something to put some ginger into your system. Try Dr. Hamilton's Pills; they make you feel alive, make you want to do things. They renew and purify the blood—then come strong nerves, rosy cheeks, laughing eyes, robust good health. You'll be helped in a hundred ways by Dr. Hamilton's Pills, which are an old family remedy of great renown. Thousands use no other medicine and never have a day's sickness of any kind. Get a 25c. box today. Sold by all dealers.

ADMITS SEYDLITZ DAMAGED.

Berlin, Feb. 5—The newsapapers of Berlin have begun the publication of a series of articles on the Germany navy and the activities, by Otto von Gottberg, a well-known German writer. It evidently is his purpose to give eye-witness accounts of engagements at sea, for in the first of his publications he makes use of a description of the engagement of January 24 in the North Sea to which the German cruiser Bluecher went down, as obtained from the men who took part in this fight.

"With the exception of the Bluecher the cruiser Seydlitz was the only German vessel to sustain any real injury as a result of the two-hour bombardment from the British fleet," writes Herr von Gottberg. "The British were firing at an extreme range. They kept at this distance in order to be protected from the fire of our secondary batteries. This probably is the reason that the shell which struck the battleship Derfflinger were virtually without force. The blows they gave were so weak that it has not been necessary to replace the armor plates.

"The shell which caused the fire on the Seydlitz pierced the foundations of a turret and detonated some ammunition on board. This caused a fire and loss of life in the turret. Otherwise the Seydlitz was not damaged and her fighting ability was restored as soon as this fire was extinguished. The German squadron was damaged so little that the admiral in command has not found it necessary to dock a single ship. The patching of the Seydlitz took only a few days."

Continuing the article gives additional details of the alleged sinking of one of the British cruisers, an incident which has been reported by officers of several vessels of the German fleet as well as by a German airship. "Too many eyes saw the sinking of this cruiser," writes Hrr von Gottberg, "and to many individuals in different places reported it to admit the possibility of an error."

SOLDIER CHARGED WITH RESISTING THE POLICE.

William Lacey, charged with drunkenness and resisting the police, pleaded guilty to the first charge in the police court yesterday morning, but not guilty to the latter charge. Officer Belyea testified that Lacey was drunk; that he resisted violently. Lacey, who is attached to the Medical Corps of the 26th, was remanded. The prisoner vehemently remarked that "Belyea should not be on the force at all," and that the officer had choked him while making the arrest. A sergeant from the 26th appeared and said that they were expecting Lacey's discharge from the 26th in a few days and that the civil authorities could deal with him.

Ernest Keeley, given in charge by Ferry Gateman James Burley for assaulting him, was given two months or a $20 fine. Burley said Keeley tried to beat his way through the gate and when stopped, struck him on the jaw.

John McLean, charged with stealing an oil-skin from the store of Barney Jacobson, Main street, was remanded.

BLISTERS ON FEET COULD NOT SLEEP

Skin Much Inflamed, Itched and Smarted. Could Not Wear Shoes. Cuticura Soap and Ointment Entirely Healed.

Victoria St., Thetford Mines West, Que. —"One day I was repairing a valve on top of a boiler when a steam pipe close to my feet burst scalding both. Blisters came on my feet and I could not wear my shoes. The skin was very much inflamed and it gave me such pain that I could not sleep at night. I was treated for ten days with no improvement so tried ointments but none did any good.

"One day I came across the Cuticura advertisement and decided to try a sample. The Cuticura Soap and Ointment gave me such relief and stopped the itching and smarting so quickly that I bought a box of Cuticura Ointment and some more Cuticura Soap. Now the wounds are entirely healed and the scars have quite disappeared." (Signed) William Neck, Jan. 31, 1914.

Samples Free by Mail

In selecting a toilet soap why not procure one possessing delicate emollient properties sufficient to allay minor irritations, remove redness and roughness, prevent pore-clogging, soften and soothe sensitive conditions, and promote skin and scalp health generally? Such a soap combined with the purest of saponaceous ingredients and most fragrant and refreshing of flower odors, is Cuticura Soap. Cuticura Soap and Cuticura Ointment are sold by druggists and dealers everywhere. Liberal sample of each mailed free, with 32-p. Skin Book. Address post-card "Cuticura, Dept. D, Boston, U. S. A."

Law of Common Humanity Demands Crew of Seized Enemy Ship Be Saved

Lawyers and Shipping Men Say It is Unprecedented—Experts on International Usage Say That Order to Destroy Enemy Merchant Ships Without Provision for Safety of Crews Contravenes All Practices Hitherto Observed by Nations.

New York, Feb. 7—Lawyers and shipping men here acquainted with the principles of admiralty and international law were perturbed today over the proclamation of the German Admiralty creating a war zone round the British Isles. The general opinion appeared to be that the Germans had taken this as a desperate step with the idea of doing as much harm as possible, no matter how it reacted upon themselves. The clause of the proclamation which excited most comment was that stating: "Every enemy merchant ship found in this war zone will be destroyed, even if it is impossible to avert the dangers which threaten the crews and passengers."

It is asserted that never before in the history of civilized warfare has a nation threatened to visit death upon the civilian crew of an enemy merchant vessel. So well fixed is this principle in the structure of international law, it is said, that there is not even a statute covering it. A search of the law library of one of the best known admiralty law firms in this city failed to disclose a single citation of this character. In no war hitherto waged has the question ever arisen. It has been accepted as a principle of common humanity that the crew of a captured enemy merchant vessel must be saved. The destruction of such a vessel when it is impossible to bring it into a friendly port for condemnation proceedings is legal enough, however, although of late years the process has been condemned.

Rules of London Convention.

The Declaration of London—a convention, to be sure, which has been contravened by all the belligerent signatories—states expressly that a neutral vessel, carrying contraband, which has been seized, must be taken into port for the determination of the validity of the seizures, unless "taking her to port would involve danger to the safety of the warship or to the success of the operations in which she is engaged at the time. Before the vessel is destroyed, however, all persons on board must be placed in safety and all the ship's papers and other documents which the parties interested consider relevant for the purpose of deciding on the validity of the capture, must be taken on board the warship." So much for the case of a neutral vessel.

There is no mention in the Declaration of London, or in any other convention which could be found of the treatment to be shown towards the crews of enemy merchant vessels. The nearest thing to this is the citation by L. A. Atherley-Jones in his "Commerce in War." of the case of the American ship Felicity, which was captured by the British cruiser Endymion in the War of 1812. On account of her unseaworthy conditions, it was necessary to destroy the Felicity, but the crew were all carefully removed to the warship before this was done. So far as is known, there has never been a case of the crew of a captured enemy merchant vessel being destroyed with her.

Throughout all the widespread campaigns of commerce destroyed in our own Revoluntary War, in the Napoleonic Wars, and in the War of 1812, it was invariably the rule to save the crews of captured enemy merchant vessels. No other alternative was ever considered by the captors. As one lawyer put it today, it is as much the unwritten principle of maritime law as the moral principle of society that a man cannot marry his mother. There is no common law of international usage, but if there were, this principle might be considered one of the statutes of the common law of the sea.

Practice of the Nations.

In John Bassett Moore's "Digest of International Law," a letter from the Navy Department at Washington to Capt. Charles Stewart, of the frigate Constitution, dated September 19, 1813, instructions for a raiding cruise against British commerce. The letter reads:

"Unless your prizes shall be very valuable and near a friendly port, it will be imprudent and worse than useless to attempt to send them in. The chances of recapture are excessively great, the crew and the safety of the ship under your command would be diminished and endangered, as well as your own fame and the national honor, by hazarding a battle after the reduction of your officers and crew by manning prizes. In every point of view, then, it will be proper to destroy what you capture, except valuable and compact articles that may be trans-shipped. The system gives to one ship the force of many, and by granting to prisoners a cartel, as sufficient numbers accumulate, our account on that head will be increased to our credit, and not only facilitate the exchange, but insure better treatment of our unfortunate countrymen who are or may be, captured by the enemy."

It is, perhaps, germane to state that Bluntschli and other German authorities on international law proclaim the practice of destruction of enemy merchant vessels to be "a barbarous one which ought to disappear from the history of nations."

The Russian Prize Regulations, promulgated March 27, 1895, expressly charge the commanders of Imperial cruisers to take off the crews of captured enemy vessels when it becomes necessary to destroy such captures at sea. The Reglement of the Institute of International Law, adopted at Turin in 1892, provided that a prize might be destroyed in case of extreme emergency, but expressly declared: "In any case the captor must remove the persons on board."

All lawyers who discussed the question of the German proclamation were agreed that in effect it constituted the declaration of what is know as a "paper blockade." One admiralty lawyer, who is also a retired officer of the United States navy, declared that there must be some doubt of the ability of the German navy to maintain an effective blockade entirely around the British Isles with submarines alon. At the same time, it is recognized in legal circles that the introduction of the submarine as a mobile unit in naval warfare, and more especially, as a commerce destroyer, presents entirely new aspects, which may finally rule to set aside the dictates of humanity which have heretofore maintained in naval operations against merchant vessels, and create novel standards of propriety.

In many quarters it seems to be taken for granted that the interests of the United States will be found to be vitally at issue with Germany's latest plan to thwart Britain's pretence to command of the sea. Russell T. Mount, an admiralty lawyer of 27 William Street, asserted that sooner or later American interests must be involved.

"It is significant," he said, "that in the text of the German proclamation you will not find the word blockade. 'The waters around Great Britain and Ireland are declared a war zone' are the words used. But there can be little question that in effect this proclamation pretends to set up a blockade. Now, it is a well-known principle of international law that a blockade to be recognized must be effective—that is, it must be so continuous and so thorough as to make extremely hazardous the attempt to pierce it. The mere sending of occasional submarines upon raiding expeditions cannot constitute a blockade. Nor am I able to see how a nation in Germany's position, with her surface navy interned, has a right to expect other nations to recognize her declaration of a blockade with submarines.

"I look to see the sending of a prompt protest from Washington to Berlin. After the interest the President has taken in shipping, I do not see how he can fail to make his stand consistent by speaking up when the interests of American shipping are threatened. Of course, the Germans will reply that they are not setting up a blockade, that they are simply making a war zone and that they are not intending to inaugurate operations against neutral vessels. But I hardly think such a subterfuge will hold water.

"I don't believe the Germans will back down. Such an extraordinary move as this last one of theirs makes one believe they are desperate. They will not heed protests from us or from any one. And of course, in the event that an American vessel is sunk, or, worse still, American lives possibly lost, the gravest events might issue. There is, also, the question of the destruction of British vessels carrying American-owned cargoes. No matter which way you look at this question, it presents aspects of danger."

"Do you believe the statement of the German Admiralty that the British Government has ordered British merchant vessels to fly neutral flags?"

"No," replied Mr. Mount. "That is absurd."

This view of the German charge, upon which is based the reason for threatening neutral vessels with attack, was taken by other admiralty lawyers, and by all shipping men. Agents of all the big trans-Atlantic lines have asserted that they would continue their schedules. Two results of the German proclamation are looked for by steamship people—the dispatch of a strong protest by President Wilson to Berlin and the inauguration by the British navy of a systematic patrol of its coast waters by a submarine and mosquito fleet.

—New York Post.

Danger Signals Warn You of Approaching Paralysis

Slowly and Surely Exhaustion Goes on Until Collapse of the Nerves is the Natural Result.

You may be restless, nervous, irritable and sleepless, but you think there is nothing to be alarmed at. You have no appetite, digestion is impaired, and there is weakness and irregularity of other bodily organs. You feel tired in body and mind, and find that you lack the energy to attend to the daily task.

MRS. ALLAN.

You may not realize that these are the symptoms of nervous prostration and the danger signals which warn you that some form of paralysis is the next step of development.

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Dr. Chase's Nerve Food, 50 cents a box, 6 for $2.50, all dealers, or Edmanson, Bates & Co., Limited, Toronto.

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TO LET—Bright upper flat corner Wall and Canon, 7 rooms and bath. Apply Tuesdays and Fridays. 'Phone 1292-21.

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A Cube to a Cup.

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First Burglar—Hullo Bill. Why you look as if you'd been through a cyclone since I last met you. What's wrong?

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Each tender must be sent in a separate envelope and endorsed "Tender for Hardware, Nova Scotia and New Brunswick," "Tender for Chain, Nova Scotia and New Brunswick," as the case may be.

Tenders will not be considered unless made upon forms furnished by the Department and in accordance with conditions contained therein.

Combined specification and form of tender can be obtained at this Department and at the office of Mr. J. K. Blenkinsop, Supt. of dredges, St. John, N. B.

Each tender must be accompanied by an accepted cheque on a chartered bank, payable to the order of the Honourable the Minister of Public Works, for the amount mentioned in the tender.

By order,
R. C. DESROCHERS,
Secretary.

Department of Public Works,
Ottawa, February 4, 1915.

Newspapers will not be paid for this advertisement if they insert it without authority from the Department.—72209.

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49 Dock Street.

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Liverpool Coarse Salt. Write for prices.

Gandy & Allison
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SYNOPSIS OF CANADIAN NORTHWEST MINING REGULATIONS.

COAL—Coal mining rights may be leased for twenty-one years, renewable at an annual rental of $1 an acre. Not more than 2,560 acres can be leased to one applicant. Royalty, five cents per ton. In unsurveyed territory the tract must be staked out by the applicant in person, and personal application to the Agent or sub-Agent of Dominion Lands for the district, must in all cases be made, and the rental for the first year must be paid to the agent within thirty days after filing application.

QUARTZ—A person eighteen years of age and over, having made a discovery may locate a claim 1,500 feet by 1,500. Fee $5. At least $100 must be expended on the claim each year, or paid to the Mining Recorder. When $500.00 has been expended or paid and other requirements complied with, the claim may be purchased at $1 an acre.

PLACING MINING CLAIMS are 500 feet long and from 1,000 to 2,000 feet wide. Entry fee, $5. Not less than $100 must be expended in development work each year.

DREDGING.—Two leases of five miles each of a river may be issued to one applicant for a term of 20 years. Rental, $10 a mile per annum. Royalty, 2½ per cent. after the output exceeds $10,000.

W. W. CORY,
Deputy Minister of the Interior.

N. B.—Unauthorized publication of this advertisement will not be paid for.

SYNOPSIS OF CANADIAN NORTHWEST LAND REGULATIONS.

The sole head of a family, or any male over 18 years old, may homestead a quarter-section of available Dominion land in Manitoba, Saskatchewan or Alberta. Applicant must appear in person at the Dominion Lands Agency or Sub-Agency for the District. Entry by proxy may be made at any Dominion Lands Agency (but not Sub-Agency), on certain conditions.

Duties—Six months residence upon and cultivation of the land in each of three years. A homesteader may live within nine miles of his homestead on a farm of at least 80 acres, on certain conditions. A habitable house is required except where residence is performed in the vicinity.

In certain districts a homesteader in good standing may pre-empt a quarter-section alongside his homestead. Price $3.00 per acre.

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The area of cultivation is subject to reduction in case of rough, scrubby or stony land. Live stock may be substituted for cultivation under certain conditions.

W. W. CORY, C. M. G.,
Deputy of the Minister of Interior.

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