

TRADE WITH THE ORIENT.

Some things we leave undone which others seem to think are well worth doing. The American, the Japanese and the German seem to have grasped, in a measure, the trade possibilities of China and are pushing out for it with all their energies. This month we read that the ships of the three American companies plying between San Francisco, Japan and China have proved insufficient to carry the freight offered, and space has to be contracted for eight months in advance. This has led the Pacific Mail to add two eighteen-knot steamships, the Korea and the Siteria, to its fleets. These vessels, 18,000 tons register each, have been already launched and soon will be in service. The Japanese line, The Toyo Kisen-Kaisha, have just placed orders for two similar steamships of the same tonnage. If you add to these the immense cargo carriers being built by J. J. Hill at New London, you will have some idea of what these two nations are doing for the development of the Orient, yet in its infancy a giant child already. Add to this the East China Railway Company's venture, which is building at Triesti, Austria, four 5,000-ton sixteen-knot steamers, which will carry the Trans-Pacific mail between Valdivostok, or Port Arthur, and San Francisco. This corporation controls a fleet of twenty-eight vessels trading in the Yellow Sea which will serve as an auxilliary for collecting and distributing its freight. To-day San Francisco is the second shipping port in the United States. If the Empire is true to its trust our vantage of position ought to give to some harbor in British Columbia the supremacy in the Pacific trade.

A thing or two that the nations of the world are planning to do: Russia will soon begin on a canal connecting the Baltic with the Black Sea. France expects to build a railroad across the Sahara Dessert plunging into the heart of Africa. Thoughtful Englishmen talk of the necessity of a railroad from Cairo to Cape Town. Germany is now constructing a railroad through Northern Persia. Another line by England is projected from Tunis on the Mediterranean eventually to terminate at Bombay, India, bringing Brindisi five days nearer to this important port of England's Indian Empire. Then there is the American, German and English rivalry in the building of swift ocean liners, which will make this year especially interesting and notable. An unique feature of this competition on the two lines projected by the Cunard Company, they are to exceed in speed any previous vessels. They will be equipped with Turbine engine of four 47,000 to 50,000 horse power, contract speed to be 24 knots.