I have mentioned before the good prospect of Canadian wheat and flour in Japanese market. But it is not only these two articles that can cultivate the Japanese market. There is no doubt that printing paper and pulp of Canada will one day make very profitable merchandise also. Japan is publishing at present more than two thousand dailies and magazines and consuming many hundred tons of paper daily. The home manufacture being unable to meet this enormous demand she has to import from Germany, Sweden, Norway and other countries annually to the value of many million dollars; and this import is increasing year by year. It is a well-known fact that Canada has immense resources in materials for paper manufacture and her industry in that line has just emerged from its infancy and is rapidly assuming importance.

Opening for Forest Products.

In Japan the forest resources are rapidly failing, and I can see no reason why Canadian lumber cannot exploit the Japanese market. If we investigate the commercial circumstances of Japan a little further, we can find many other articles for which Canada can establish a splendid market in Japan, it only depending upon a little effort by Canadian merchants. For example I can mention condensed milk, bicycles and their parts, rails, engines and iron manufactures which Japan imports now mostly from the United States, Great Britain, and Germany to the annual value of more than a million dollars, and especially the latter to the annual value of many ten millions of dollars.

Secondly, Mr. Cowan is opposed to participating in the new Anglo-Japanese Treaty principally because of the necessity of excluding Japanese immigrants. I am at a loss to find the reason why Japanese people should be so disliked by the Canadian people. The number of Japanese now living in Canada is only a few thousand all told, which is an insignificant number compared with Canada's eight million population. They are a self-respecting, law-abiding, and industrious people. They are faithfully and legitimately co-operating with Canadians in the development of the inexhaustible resources of Canada.

Question of Japanese Immigration.

As to the Japanese emigration to Canada, I do not recognize the necessity of dwelling upon how faithful is the Japanese Government in respecting the Canada-Japan understanding concerning its restriction; because it is too evident a fact and the sincerity of the Japanese Government should already be amply recognized by the Canadian Government and people. Viewing, however, from another side, this emigration question, I should say that Japan has found that it is not profitable for her own industry to drive her labor abroad. Labor is necessarily alike in Japan and in Canada, nay, the strongest weapon Japan possesses in her commerce and industry is her cheap labor. Driving out this cheap labor, Japan loses her only weapon and then how can she compete with the senior occidental nations in commerce and industry? History teaches us that the departure of the artisans of Flanders weakened Holland. Germany which has sent most emigrants of her own to the United States and South America, is now awake to the fact that to send emigrants abroad is to weaken the home country, and is now adopting restriction of emigration.

From this point of view I can dare say that even if Canada should demand Japanese labor infinitely in order rapidly to develop her resources, Japan would not be glad to undertake to supply it. But this is out of the sphere of my discussion. It will suffice to say that it is a well-recognized fact that Japan is enforcing her restriction of emigration. The record of all Japanese coming into and going out of the Dominion is kept at my office, so the exact figures are available and have been published from time to time. There is one thing, however, which I cannot forbear to mention.

Immigration Regulations.

Mr. Cowan seems to have stated that Japanese immigrants were given a preference over the immigrants from all other countries and that arrangement was over and above the immigration Act, so that there is no restriction under the Act which is applicable to Japanese immigrants such as are applied to English, Scottish or Irish immigrants. This is absolutely unfounded; all Japanese immigrants receive inspection by immigration officers when landing or entering Canada and unless they are qualified under the regulations of the Act none of them are allowed to land. I have never seen a blind Japanese admitted by the inspector while a blind Englishman was rejected; nor have I seen any feeble-minded or any Japanese who comes under the category of undesirable setforth in the immigration admitted while the same kind of German was rejected. On the contrary, I have often received complaints from my countrymen against the too rigid examination of the inspector. After all I am sorry to say that I can not agree in every point with the two gentlemen notwithstanding my personal respect for them.

Putting aside the argument of the political bearing of Canada as an element of the Great British Empire which is the glorious ally of Japan, and simply viewing the matter from the commercial standpoint, I have a strong conviction that it is most timely for Canada to enter the new Anglo-Japanese treaty.

Of all the modern civilized countries Canada and Japan are the two most famous ones for their rapid progress. Especially, Canada's striking advance within the last score of years, its inexhaustible resources and its great potential opportunity to become one of the strongest industrial and commercial nations, is the wonder of the whole world. Being situated on the opposite side of the Pacific, the greatest commercial highway of the world, and having such a geographical and national relation of demand and supply I have not the slightest doubt that it is the destiny of these two nations to become in future the most cordial and intimate commercial friends. If Canada, taking advantage of this splendid position, has an aspiration to cultivate its future and natural market and if Canadian industry continues its present progress (of this there can be no doubt because the twentieth century is Canada's century) the problem of Japanese trade is one that Canada can not ignore; nay, the exploitation of the Oriental market should be far-sighted and the most vital state-policy of Canada which it cannot afford to neglect for a moment.

From this point of view to promote the better understanding and to strengthen the ties of friendship more and more between Canada and Japan is a great responsibility indeed resting upon the statesmen of both countries.

NOVA SCOTIA TELEPHONE COMPANY DEAL CONSUMMATED.

The Nova Scotia Telephone Company has passed into the hands of the Maritime Telegraph and Telephone Company, the shareholders of the former having accepted the offer of the latter company at a meeting held recently. The transfer of the company's property will take place on July 1.

The amended offer of the Maritime Telegraph and Telephone Company was as follows:—

No. 1.	$135.	Cash.
No. 2.	$100.	Six per cent. bond.
	35.	Cash.
No. 3.	$100.	Six per cent. bond.
	30.	Six per cent. preferred stock.
	30.	Common stock.

The value of each of these "blocks" is estimated as follows:

		p.c.	Worth.	Total.
1—Cash.			$135	$135
2—100.	Six per cent. bond	105	105	
	Cash.		35	$140
3—$100.	Six per cent. bond	105	105	
30.	Six per cent. preferred stock.	100	30	
30.	Common.	30	9	$144

Offer "Number 3" does away with the necessity of having securities underwritten, and the saving in underwriters' profits and brokerage charges that would otherwise have to go to middlemen would in this case accrue direct to the benefit of the shareholders.

The same explanation applies to offer "Number 2" to a lesser extent.

The vote to accept the offer of the Maritime Company was carried by a big majority, it being 66,924 for and 8,449 against. An application has been received from London for all the bonds not taken by the shareholders under the offer above specified, the bonds to be made payable in London as well as in Halifax.

The balance sheet of the Nova Scotia Telephone Company as presented by the shareholders' committee showed earnings of $30,000 in excess of the 6 per cent. dividend, and quick assets on hand in cash and investments of $235,000.

The shareholders' report in part said:—

"As to the financial condition, we find that the accounts of assets and liabilities, as submitted to you with the report of 1910, only deals with the three subsidiary companies in the item of 'stocks and bonds of other companies, $451,801.13.' "

Further on are the following:—

"The statement submitted to you shows gross earnings of $273,265.89, but this is only of the Nova Scotia company.

"We submit herewith a statement of the earnings and expenses of the four companies showing total receipts of $393,345.58 and expenditures of $185,234.78, and showing revenue of $208,110.80. From this take dividends $70,833 and add balance from 1909, and you have $159,123.35 balance of revenue; from this is to be deducted depreciation for the year."

ONTARIO'S RAILWAY MILEAGE.

Ontario's railway mileage totals 9,017.94. During 1910 there were completed and opened for traffic, according to the report of the Public Works Department, just issued, 357.52 miles of railway. Of the 757.95 miles of the Transcontinental across Ontario, all of which have been located, 531 miles have been graded and 383 miles of tracks laid. On the Algoma Central and Hudson Bay Railway 98 miles are under construction.

Prior to Confederation the railway mileage in Ontario totalled 1,447.5 miles. Since then 7,570.44 miles have been completed. There are now 703.77 miles under construction. The total electric railway mileage is 721.73. There are under construction 67.5 miles.