DIVERSE VIEWS ON COAL RECIPROCITY

W. C. Milner Tells Tariff Inquiry That Abolition of Duty is Needed

Says Nova Scotia Companies Are Selling Article in Boston for $2.05 a Ton and as High as $4 in Montreal—Protection Enables Them to Exact Maximum Price from Consumer—Alex Dick Declares Movement is in Aid of Grand Trunk, and Would Ruin Cape Breton Industries.

Ottawa, Feb. 8.—(Special)—The tariff commission heard a variety of interests today. W. C. Milner, of Halifax, of the Free Coal League, read a paper in favor of reciprocity on coal. He said that American coal could not compete with Nova Scotia coal in Montreal, because of cheap transportation from Sydney to Montreal as against the expensive transportation from American mines which was either all rail or mixed rail and barge through the canals.

The price of carrying coal from Cape Breton to Montreal was seventy-five cents per ton and the Dominion Coal Company carried it as low as fifty cents. To certain parties it was only forty-five cents. By American lines the transportation did not decrease to so large an extent. The balance of the advantage has been with the Nova Scotia trade.

The United States mines are situated from 300 to 500 miles in the interior. The quantity of American coal coming into Montreal is 60,000 tons per annum. The price in Montreal varies from $3.80 to $4.55. This gives the operator more than ninety cents profit for his coal at the lower figure. The price of Sydney coal is $3.70. If the duty of sixty cents were removed the price of American coal in Montreal would be from $3.20 to $3.95. The lower price would be forty-five cents more than the Dominion Coal Company supplies the railways and thirty cents more than it supplies the Montreal Gas Company.

The duty enables the coal company to charge the ordinary consumers in Montreal from eighty to ninety-five cents per ton more than they charge the big company. The duty has ceased to be a protective one; it places a weapon in the companies' hands to practice discrimination on prices to the injury of the consumers.

Mr. Milner, referring to the export trade, said that the water rate from Sydney to Boston was fifty cents and in water transportation alone Sydney coal had an advantage of from twenty to forty cents over American coal.

The Sydney operator was protected as against the American shipper to the extent of about $1.59 by cheaper freights in that market. If the Dominion Coal Company can sell coal in Boston at $2.05 at any profit what would be the profit if the duty of sixty-seven cents were removed? If $2.05 affords a small profit in Boston that price in Montreal would be beyond the dream of competition.

The Provincial Workmen's Association of Nova Scotia is opposed to the free admission of bituminous coal. It has given nothing to warrant its protest. The better condition of the miner's workmen during the past seven years cannot be attributed to the coal duty because it had been in existence twenty years previously.

If Montreal is the western limit for Nova Scotia coal, then it is necessary to look to New England for a wider market. In the coal districts the price has risen from $2 to $3 per ton. If the coal companies supply the railways at Montreal at $2.75 per ton, what is their profit when they supply the dealers there at $3.70? The duty enables them to maintain this high figure.

The United States coal operators have to be satisfied with ten cents profit per ton but the duty gives the Nova Scotia operator six times as much.

In 1903 the Dominion Coal Company had profits of $1,756,023. In 1902, the year of the strike, the profits were $2,-134,955 on an output of 3,174,227 tons.

"This," said Mr. Milner, "is an application to the commission to recomend the government to take power from parliament to rescind the duty on American coal on the duty being abolished in the United States. This is an extension of the provisions of the tariff which authorized the government to reduce the duty to forty cents per gross ton on the United States article, congress fixing the rate of duty at that rate, which was a wise provision, so far as it went, as elasticity was thereby imparted to the tariff authorizing an instant change when required without the delay of waiting till the meeting of parliament.

Two years ago some thirty boards of trade, principally in Ontario, passed resolutions to abolish the duty on coal, whether abolished in the United States or not, on the ground that the duty had ceased to have any protective value to the coal interest and that it had become a tax and a burden on the industrial and transportation companies of Ontario. They claimed that duty or no duty the United States mines possessed the market.

The movement which I represent substitutes reciprocity in place of abolition of duty, in order to give our mines an outlet for their output in New England, and if Sydney can compete with British coal in transatlantic ports it surely can compete in our own.

Mr. Milner read the following telegram, received from H. J. Logan, M. P., Cumberland, today, and dated at Montreal:

"Replying to your enquiry, I believe reciprocity in coal would be in the best interests of the Cumberland mines. The managers of collieries there join with me in this belief."

Alex. Dick, of the Dominion Coal Company, replied to Mr. Milner. He said that Mr. Milner's argument was the culmination of the most unfair campaign conducted by the G. T. R., and possibly other railways, against Nova Scotia coal companies, under the name of the free coal league. He characterized it as a one-man movement. The agitation for the removal of the coal duties was not endorsed by the Manufacturers' Association, nor by any other large industry in Canada. The railway companies had no support because the development of the Nova Scotia coal fields made for the prosperity of the country.

In the maritime provinces Mr. Milner asked for lower duties to the consumer because the coal companies were selling at lowey prices to the railway companies. A reduction in the cost of transportation was largely due to the expenditure by the Dominion Coal Company of $300,-000 for discharging and terminal facilities at Montreal, whereby steamers of 5,000 tons are now discharged in one day instead of four or five days, as formerly. After this a low price was made to the railway companies in order to use Nova Scotia coal in Ontario, thus replacing 250,-000 tons per year of American coal.

The railway companies buy 500,000 tons of coal per year at Montreal and this is shipped west for consumption in Ontario. Last year 80,000 tons more were shipped to Ontario than in previous years. If the G. T. R. would have reduced the rates, additional contracts could be had. The price of American coal at Montreal delivered in small quantities was $3.50 per ton in stead of $4.20, as quoted by Mr. Milner.

A reduction of duty would lose the Montreal market. The American coal companies would then advance their prices. Instead of $4, coal was only $3 in Boston. Coal could not be shipped to Boston at less than eighty cents or $1 per ton. In some cases this would be higher.

Recent appearances look to a strike in the coal regions, and what would be the position of Canadian manufacturers if dependent on the United States. The Nova Scotia operators increased wages nearly fifty per cent. during the past six years. With the advance of wages the price of coal increased. The removal of the duty would mean smaller wages. As for reciprocity the movement should begin in the United States.

At the afternoon session of the tariff commission, W. Cromwell Gurney, of the Gurney Foundry Company, said that it was only within the last eighteen months that the trusts in the United States had commenced to affect his company. The dumping clause helped his company. He was of opinion that a small increase in the tariff with a dumping clause as a basis would help Canadians to divide up the field with American competitors. He asked that stoves and heating appartus of all kinds be advanced ten per cent., and this would be a weapon to fight American competition.

Bell & Bell, of Ottawa, ink manufacturers, asked for more protection to shut out the wholesale importation of American ink.

A memorial from the Montreal fruit trade asked for a big reduction in the duties on green fruits and vegetables.

Norman F. Wilson, M. P., Russell, introduced a deputation that asked for a lower tariff. A resolution was read from the agricultural society of the county of Russell appointing the officers of the association to wait on the commission and ask them not to increase the tariff on any article, but to reduce the tariff in every case to a revenue basis.

A. G. Holland will at the next meeting of the board of trade move the following important resolution: "Whereas, an overwhelming majority has been recorded in the recent elections in the British Islands against a policy of preferential trade within the empire; and

"Whereas, many statesmen and influential newspapers in Great Britain have expressed the opinion that our preferential tariff has been of no practical benefit to the British manufacturers; and

"Whereas, many of our own manufacturers represent that the preference of 33 1-3 per cent. in favor of imports from the mother country has exposed them not only to the keen rivalry of the British manufacturer, but also to unfair competition from foreign goods exported as of British manufacture through British ports;

"Resolved, that, in the opinion of this board, parliament should at its next session amend the preference clause of the tariff so that it shall apply only to goods imported through Canadian ports, and which are products of such countries as extend a preference to the exports of Canada."

C. Doutre, of the Gould Storage Company in York, asked that when battery plates are made from Canadian lead the duty be charged only on the cost of labor.

J. J. O'Connor, of Port Arthur, asked for $3 bounty on pig iron made from Canadian ore, for five years, and that the bounty on pig iron made from foreign ore be abolished. He also requested that the duty should be abolished on coal when imported for coking purposes. Mr. Caldwell, who contested the county of Carleton against the leader of the opposition, and who conducted his election on the free trade principle appeared before the commission and spoke along free trade lines. He said that an increase in the tariff would be a national disaster.

Mr. Wilson, of Ottawa, who manufactures buoys, marine signals, etc., wanted free raw material.

F. J. Gunn, of Metcalf (Ont.), a farmer, on behalf of the farmers of Canada, asked the commission to amend the laws so that adulteration of whisky and the importation of unclean rags be prohibited.

$60,000 Worcester Fire.

Worcester, Mass., Feb. 8.—The Stevens block, a business structure at 32-38 South Bridge street, was damaged to the extent of $30,000 by fire this afternoon and the losses to business concerns in the building bring the total damage up to about $60,-000. Seven firemen received injuries during the height of the blaze but none is on the dangerous list. As the fire started in a part of the building where celluloid and naptha were stored, it spread very quickly and the entire fire department had great difficulty in subduing it.

G. H. Flood came in from Montreal yesterday.

Luther Jordan returned yesterday after a six weeks' trip to California.



Sold in Packages and Pouches by all Tobacco Dealers.

COMPULSORY EDUCATION

Women's Council Executive May Not Agree With King's Daughters on Question.

The executive of the local Council of Women will meet at 2.30 o'clock this afternoon and will consider resolutions submitted by the King's Daughters regarding compulsory education and the case of Miss M. P. French, who was refused admission to the bar. The King's Daughters ask the Women's Council to support the resolutions.

The meeting will be at 2.30 o'clock in the King's Daughters' Guild. The resolution relative to compulsory education favors compelling children to attend school until fourteen years of age. It is understood that this does not meet with the favor of the Women's Council in which body it is understood to be the belief that it is best not to make the law so definite as there are in some homes conditions which make it hard to keep the children to school every day until that age is reached.

As to the case of Miss French it is expected the local Council of Women will be found in hearty sympathy with the King's Daughters' resolution.

Following the announcement, first made in The Telegraph, that there would be a compulsory education act introduced by the government at Fredericton this session "Equity" sent a letter to this paper suggesting more information on the matter and stating that scarcely any arguments either for or against compulsory education had appeared in the city papers.

This letter being noticed by Miss Mabel Peters, who is now in Detroit, she has written to show that considerable has been done and published towards securing a compulsory education act.

Mrs. Skinner and Miss Peters, January 18th, 1900, arranged for a public meeting here and at that meeting Dr. J. R. Inch, superintendent of education, spoke. A comittee consisting of Hon. R. J. Ritchie, W. F. Hatheway, Geo. U. Hay, John E. Irvine, Mrs. Robert Thomson, Mrs. Fiske and Miss Peters was appointed on strength of a resolution passed at the meeting, which also urged steps towards compulsory education.

The committee was to bring the matter before the local government and did so through Hon. R. J. Ritchie and J. E. Irvine, who waited upon the government and urged the desirability of passing such a law.

Miss Peters writes also that the meeting was reported in the press and editorial comment made. She suggests that the members of the committee who are here make effort to assist in framing the law now proposed. She hopes it will not be on the lines of the Nova Scotia act, compelling the children to attend only a certain number of school days, but instead thinks it should be the full term.

"The factory act," she writes in closing, "is a grand step in the right direction, but I shiver to think of the children that are neither at work nor at school and without a play centre."

MORSE AND CLYDE LYNE

Owner of Eastern S. S. Co. Now Controls Atlantic Coast Business.

New York, Feb. 8—The transfer of the Clyde Steamship Company, of Delaware, to the newly incorporated Clyde Steamship Company, of Maine, was effected here today, according to a statement made by Charles W. Morse, who is at the head of the syndicate which has taken over the Delaware company. The old interests in that company will have a substantial interest in the new company.

When asked whether it was proposed to consolidate the Clyde Steamship Company, of Maine, with the other steamship companies already controlled by Morse interests, Mr. Morse replied that this would not be done immediately.

Officers of the new Clyde Steamship Company will be elected here tomorrow, when formal transfers will be made.

Mr. Morse controls the Metropolitan line, between Boston and New York; the Eastern Steamship Company, between Boston and St. John (N. B.), and the People's line, between New York and Albany. He bought the Eastern Steamship Company in 1901.

By the purchase of the Clyde line the Morse interests gain control of lines of steamers along the Atlantic coast from St. John (N. B.) to Jacksonville (Fla.) Steamers of the Clyde line run from New York and Boston to Jacksonville via Charleston, and from New York to Wilmington (N. C.), and Georgetown (S. C.), and from New York to Philadelphia, and from New York to Santiago.

Colds Cause Sore Throat

Laxative Bromo Quinine, the world wide Cold and Grip remedy, removes the cause. Call for the full name and look for signature of E. W. Grove. 25c.

MAY FORM NEW MINER'S UNION

Pittsburg, Pa., Feb. 8—Notwithstanding the fact that President John Mitchell, of the United Mine Workers of America, has decided that local district No. 5 has the power in its present convention to oust President Dolan and Vice-President Bellingham, of the district 5, President Dolan still maintains that he was elected by a referendum vote and can be removed only in the same manner. President Dolan defies the delegates and refuses to vacate his office, and a split in the district is not beyond a possibility, according to some of the delegates who announce that Dolan has received a number of telegrams and letters advising him to fight the issue and if defeated to start an independent organization

President Mitchell's decision was made public in his instructions to National Vice-President Lewis, who read them to the convention of district No. 5 delegates today.

When the decision was read to the convention there was turmoil, strife and confusion. Delegates rushed to the centre of the floor demanding that Dolan instantly vacate the chair. For a time it seemed that the president would be forcibly removed. When order was restored a resolution was passed appointing a committee to draft rules for a new election and to fix the date. It is said that Dolan will be a candidate for re-election, but that Bellingham will not.

MUST GIVE UP PLUNDER

New York Life Officals to be Sued if They do Not Disgorge.

New York, Feb. 8—The special committee appointed by the trustees of the New York Insurance Company to investigate the affairs of the company today made a partial report of its labors to the directors. This report deals only with the relations of Andrew Hamilton, the legislative agent, with the company and is a severe arraignment of his methods. John A. McCall, late president of the New York Life, also comes in for a share of the committee's criticism. He is blamed for his methods in connection with the "Bureau of taxation and legislation" during the last ten years and for allowing Hamilton to pay out vast sums without a proper accounting.

Special attention is called to remittances of $10,000 to Mr. McCall, in London, and $134,500 to Hamilton in Paris in 1900. The purpose of these remittances the committee has been unable to ascertain and recommends that proceedings be instituted against Hamilton and McCall for an accounting or repayment. The committee adds on this point that application has been made to Mr. McCall for information regarding the transactions, but that it is informed by Mr. McCall's family that his physical and nervous condition is such that the subject cannot be taken up at present.

As to Mr. Hamilton's health, which has been reported as being bad, the committee has been informed that he was physically able to travel and has exhausted every effort to induce him to return to make a full disclosure of his payments, disbursements and transactions, but without success.

The committee also holds both Mr. McCall and Mr. Hamilton responsible for $75,000 advanced to Hamilton to pay the state tax and which the committee declares was used by Hamilton for his own purposes. The committee is advised that both are liable for this sum.

The committee maintains also that it is a matter for legal adjudication as to whether George W. Perkins, of the firm of J. P. Morgan & Co., is not liable for the payment of Hamilton's notes for $59,-410. Mr. Perkins paid this account, the committee holds, out of the New York Life Insurance Company's shares of profits in its participation in a United States Steel Corporation syndicate. The committee holds also that the payment of these notes by the company was unwarranted. It is only just to Mr. Perkins to say, the report adds, that he acted in the matter in entire good faith, that he derived no benefit from the transaction and that his liability, if any, is a technical one.

The committee recommends that the law department of the company institute appropriate legal proceedings to carry into effect the findings and conclusions of this report.

The report is signed by T. W. Fowler, Norman B. Ream, Hiram Steele, Augustus G. Paine, Clarence H. MacKay, and was unanimously adopted.

TAFT "CRUSHED" WALLACE AND DIDN'T "CURSE" HIM

New York, Feb. 8—John F. Wallace, former chief engineer of the Panama canal, tonight gave the Associated Press the following statement:—

"In justice to Secretary Taft and myself, I desire to correct an erroneous report which has been given forth by the press of my examination before the senatorial committee in Washington on Tuesday.

"In the press report of this examination it was stated I said that Secretary Taft, at the Manhattan hotel interview in New York last June, had almost 'cursed' me. Senator Morgan, in one of his questions, asked if the secretary showed temper at that interview. My answer was 'yes,' followed by the general remark that his denunciation almost 'crushed' me, or words to that effect—referring to the effect of his denunciation and not to the language used by him.

"When the published report was brought to my attention, I was absolutely at a loss to determine in what way the misunderstanding occurred, until my secretary, who afterwards examined the official record, informed me as to how the error had evidently occurred upon the part of the press reporters.

"It may be plainly seen that this error was due to the similarity between the words 'cursed' and 'crushed.'

"I therefore earnestly desire the Associated Press to correct the matter."

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Feb. 13 TUESDAY Feb. 13

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$10 for the best combination.
5 for the most original costume, both Lady and Gentleman.
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S. J. RICHEY, Sec.-Treas.

By Order of the Common Council of the City of St. John.

PUBLIC NOTICE is hereby given, that a Bill will be presented for enactment at the next session of the Provincial Legislature to authorize the City to raise a temporary loan on Debentures issued by the said City under authority of Law and to cause such Debentures to be sold in the usual way of business, or to issue new Debentures in the stead of any of them that may be pledged for any such loan; such loan to be paid out of the proceeds of the Sale of the substituted Debentures.

HERBERT E. WARDROPER,
Common Clerk.

Jan 19-26 Feb 2-9

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Brilliant Feats of Juggling, Pyramids and Balancing.

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THE STOCK COMPANY,

Friday and Saturday Nights,
The Road to 'Frisco.
Saturday Matinee,
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Will present that charming and laughable piece,

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Pretty Girls
New Scenery
Catchy Music
Hilarious Fun

What the Papers Say:

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WANTED—BY EXPERT PENMAN, COPYing at home. Legal documents a specialty. Address "WRITER," Times office. 6-2—4t

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FLAT WANTED—BY FAMILY OF THREE —no children—small self-contained flat Desirable locality. Modern conveniences. COZY, P. O. Box 297, St. John. 2-2—tf.

ANY PARTY HAVING AN INVALID'S chair, Hutchin's patent, can find a purchaser by writing to "A. T." Times Office. 1-27-t f.

WANTED—A SMALL FLAT. IF SUITable will rent immediately. Apply by letter "FITZ" care of Times.

WANTED — FROM 1ST MAY, SMALL self-contained flat, 4 or 5 rooms. State terms and locality to T. M., Times Office. 1-19—tf

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Mr. Preston, Immigration Agent for the Dominion government in London, Eng, has stated that any of the farm peasants from Northern or Middle Europe make the very best agriculturists. Farmers in New Brunswick who need labor and can accommodate a man and his family with lodging and give him the use of a few acres for his own cultivation, cannot do better than apply to Mr. Preston. He describes them as a class that remain on the land for generations, are thrifty and industrious and willing to work as farm laborers or farm tenants. Applications will be gladly forwarded by the St. John board of trade or through this office.

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WANTED—GENERAL SERVANT, GOOD wages. Apply 56 Queen street. 1-31—tf.

WANTED—COAT MAKERS WANTED AT once. Steady employment. Apply at Oak Hall. SCOVIL BROS. & CO. 1-27-t f.

WANTED—A GIRL FOR GENERAL housework. Apply to Mrs. Chas. B. Adam, 274 Germain Street.

WANTED—AN EXPERIENCED HOUSEmaid. Apply with references to MRS. GEORGE McAVITY, 66 Orange St. 1-25- t. f.

WANTED-A GOOD GENERAL SERVANT best references required. Apply n evenings between seven and eight o'clock, MRS. W. WALKER CLARK, 19 Horsfield St. 1-22-t f.

WANTED—AT ONCE—A WELL INFORMed, capable girl for general housework in a small family. Apply at 148 Germain street. MRS. W. TREMAINE GARD.

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SCHOONER FOR SALE — SCHR. ORIOLE, 124 tons, as she now lies in Wiggins Slip, West St. John. For further particulars apply to F. TUFTS & CO., 9 and 10 South Wharf, St. John, N. B. 6-2—1w

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FOR SALE—FREEHOLD BUILDING LOTS —40 x 100—on Courtenay street. Connected with main sewer. GEORGE D. MARTIN, Water office. 6-2—6t

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FOR SALE—DERBIES AND FEDORAS, the latest blocks for Spring, opened this week. Prices to suit all—$1.25, $1.50, $1.75, $2.00, $2.25, $2.50, at WETMORE'S (The Young Men's Man.), 154 Mill street.

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LOST — JAN. 17, BETWEEN DORCHESter street and Savings Bank, via principal streets, a string of gold beads. Finder rewarded at this office. 8-2—1t

LOST—FROM WAGON, BETWEET GILbert's lane and King street, a small parcel. Finder please leave at GILBERT'S LANE DYE WORKS. 2-5—1t

LOST—ON PITT, UNION OR WENTworth streets, a lady's Angora Glove. Finder please leave at Times Office. 2-2—tf.

MALE HELP WANTED

WANTED — A BOY ABOUT 15 YEARS of age for general work in the store and errands. A. GILMOUR, 68 King street. 6-2—tf

WANTED—AT ONCE AN EXPERIENCED furniture salesman. Apply at once to Manchester, Robertson, Allison, Ltd. 1-24-t f.

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C. E. M. Marvin, 143 Britain St. General Agent for The Brad—Gar Flat Spring Adjustable Tension Shears. Sell on sight—Agents wanted—Good proposition.

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