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REMARKABLE CAREER OF HENRI ROCHETTE

Evidence of Mr. Eaton Before British Royal Commission on Shipping Rings.

The London (Eng.) Morning Post just to hand, says:
The royal commission on shipping rings, meeting under the chairmanship of Mr. Cohen, K.C., heard from Mr. Eaton of T. Eaton & Co., remarkable evidence as to the advantages given to the United States in comparison with Canada in the matter of freight charges for goods carried from and to this country. His firm, he said, shipped general merchandise to Toronto and Winnipeg. The ocean transport from this country by rates of Montreal in the summer, and St. John, Halifax and Portland in the winter, was in the hands of Liverpool of a combination known as the Canadian Line, of Liverpool and Avonmouth, the Dominion Line from Liverpool and Avonmouth, the Manchester Line from Manchester, and lines from Glasgow and Newcastle. Another group of the same conference controlled the freight from London.

The Raising of Freight.
The action of the conference throughout had been to force rates up. From the winter season of 1905 and 1906, in particular, the ocean proportion, which previously to that had stood at about 10s per ton measured, was raised to 12s 6d, and at the present time on drygoods stood at 15s.

The Chairman: Do you know any reason why the freight rose?—J. D. not know, but of course it has risen. Outside transport, continued the witness, was available by way of Liverpool to Boston by the Cunard, the Leyland and the White Star Lines. The ocean rates by that route stood at one time at 8s. These rates advanced, the, until the winter season 1907 and 1908 they were still below the rates in operation to Canadian ports. They were now identical with the rates in operation for thru Canadian traffic. The steamers belonging to those lines from the London conference were smaller and slower than the vessels sailing from Liverpool, and they were more specially designed for cargo purposes. The time occupied in making the voyage would range from nine to ten days in the case of direct sailings and 16 or 17 for vessels calling at Antwerp and Havre. The faster liners sailing from Liverpool and London were now in most instances the same.

Difference in Steamers.
In the case of Liverpool it must be admitted that during the last few years some of the conference lines had put on faster and finer steamers, and that these steamers may come to be regarded as the fastest in the world. Older and slower boats were still advertised, and it was anomalous that the same rates should be asked for a boat making the passage in six days and for one making it in 10 or 11, or even as much as the 16 or 17 days allowed to it.

In the North Atlantic Conference all outlets had been closed up. Competing lines, in particular one sailing from a northeast coast port, had been compelled to come in, as they would otherwise have competition in the shape of faster and larger vessels to take away their cargo. These boats were good enough where speed was not an important factor, but by reason of their geographical position were asked to make the same rates as the best and fastest steamers. Doubtless this meant the loss to them of all but local traffic.

In 1903 the average cost of shipping 40 cubic feet of any goods to Toronto was 24s, as against 28s 9d in 1907, and this increase was solely caused by the advance in the ocean proportion. The advance in ocean rates on Canadian traffic had not been coupled with a parallel movement in the inland rates carried by the conference lines. Drygoods to any port in Canada other than Montreal were charged 15s measured, while if for a western United States point the ocean basis figured out at 7s 6d measured. Carriers for Canada were charged 12s, as against 7s 6d; crockery 10s weight, as against 6s 6d weight; flowers and feathers 11s measured, as against 7s 6d measured. Tea was charged 12s weight for Canadian traffic, while to the States half that rate was accepted. There were two inferences to be drawn from these comparisons. Either the conference found it worth while to carry traffic at those rates, in which case it was difficult to see why Canada should not be on such a favorable basis as the United States, or else the loss sustained by the carrying of the United States cargo was being paid for by the Canadian trader.

The disadvantage of manufacturers of goods in Canada placed in competition with the manufacturers in the States was obvious, as was also the harm that must ensue to Canadian trade generally, so far as the inland traffic was concerned there was no competition from the United States. The only ports in question were New York and Boston. In the former the inland rate was so much in excess of the rate from the Canadian seaboard to Toronto that there was no question of competition. The only consideration was that of time, and even that was displaced by the fast boats. As regarded Boston the inland rates were the same, and on the question of ocean proportion the conference had successfully managed, either by arrangement or threats, to get the rates applying to thru Canadian traffic raised to an equality with their own.

On the competition for Canadian States traffic the inland rates from Boston, Montreal, St. John and Portland were all the same, and doubtless if it were the wish of the conference they would arrive at a similar arrangement as to ocean rates as in the case of Canadian traffic. The conference were prepared to take a lower ocean proportion for traffic from Germany, which they attracted by way of Liverpool, than that of the Canadian line, as measured, as against 15s for British-Canadian traffic. It might be said that if this was not secured it would fall into the hands of Germany, owned lines. On the other hand, it must be worth their while to carry at lower rates, and it was obviously unfair that German trade should be exploited to the detriment of the British manufacturer or merchant. Canada's position was totally different from that of other British colonies, as there was no lack of freight on the home waters.

Conferences Illegal.
By Mr. Henderson: If there were no conferences of shippers would certainly be better off.
Do you think that conferences should be made illegal?—Yes.
Mr. Henderson: In regard to the cutting of rates, said it was found that the rebate system was becoming a perverted one, and was dropped, but there were instances of contracts which had not expired, and no doubt there was an advantage obtained by some for a few weeks.

Evidence having been given by J. Archibald Roxburgh of Glasgow, president of the Sailing Shipowners' Association, the commission was adjourned.

Paris, April 4.—Everybody here and indeed throughout France is talking of the "smash of Henri Rochette." He has been called the "French Whitaker Wright," but the odds are a thousand to one that he will not follow the English promoter's example and kill himself, now that his bubble has burst and he is under arrest. Indeed, he is a more remarkable financier than Whitaker Wright, for Rochette has been swindling the thriftiest nation on earth.

Also estimates of the huge sums of which he has defrauded people sum up as high as \$40,000,000, there is a revision of popular feeling in his favor. "Audacity, always audacity," pleases Frenchmen.
Rochette is only thirty-two years old. His history and personality are equally interesting. He is of middle height, good-looking, with a silky black beard. He has polished manners and is quick and alert until he begins to talk finance. Then his persuasive tongue, his enticing arguments, his rose-and-gold verbal pictures would draw the last son of a beggar's pouch. Up to the last moment Rochette bore a good reputation for honesty, which is to say that his fall from the financial firmament was as unexpected as his rise was meteoric.

Railway Station Errand Boy.
Rochette was first known publicly as an errand boy in the railway station at LeLun. His financial genius budded there, for he got so many tips that the other employees used to beat him in jealous rage. Successively he has been a grocer's boy, a cafe-waiter, a promoter, a great financier—indeed, the list between these transitions were brief.
Henri Rochette was uneducated. When a boy he had a talent for a sharp and a strong legacy from a relative. With some of this money he acquired a little learning, studying bookkeeping particularly.
Coming to Paris, he entered the banking house of one Berger, who went into bankruptcy soon afterward. A penniless boy, he sent out an army of agents to show to persons in all conditions of life, even to serving maids, the advantages of investing in his enterprise. He floated one company after another, he paid the dividends of one out of the capital subscribed for another, and so easily got the reputation of being extremely wealthy and prosperous.
Only two years have passed since Rochette launched forth on this scale, but in that time he floated twenty great "enterprises." The names of some were as romantic as the others, such as "The Coal Fields of Lavianna, Spain," "The Nerva Coal Mines Company," "The Hella Gas Mantle Company," "The Fisheries Company of Morocco and Iceland."

So great was the confidence in Rochette's promotion that when he issued shares in his Hella Gas Mantle Company at \$20 they went up to \$28 before the market was finished and quickly rose to \$30.

after this denunciation, especially after Rochette had vainly tried to buy off Gadot's counsel.
Rochette was treated. Immediately every newspaper in Paris attacked him; the shareholders in his companies became panic-stricken. Rochette had more than fifty subsidiary banks in French cities, so the panic spread over the country.

Some Rochette's friends still have faith in him. When police officers took him to his central bank here to examine his safes, his clerks, carrying bouquets, dragged him from the police for a few minutes and raised him to their shoulders, crying "Long live Rochette!" People who have not lost money thru him express admiration for Rochette's daring and ability, and the fact that he married a poor girl, his type-writer, has provoked sentimental pity for him. Besides, about \$2,000,000 was found in his bank, and men are saying: "There must be some good and honest side to Rochette, he would have stolen all that money."

TO ABOLISH TATTOOING.
Claimed to be a Vehicle of Cuticular Tuberculosis.

LONDON, April 6.—There is a rapidly growing opinion in official circles in favor of the compulsory abolition of tattooing in the army and navy. At many of the military depots in the provinces recently the authorities have been endeavoring to put a stop to the practice, and at Aldershot the principal medical officer of health has taken very pronounced action in the movement. The action is suggested by the necessity for the issue of an order prohibiting the practice throughout the army.

It is suggested that a similar course be followed in relation to the navy. In support of this prohibition it is put forward that many men have been suffering from a mysterious disease, which has been proved to be cuticular tuberculosis, contracted from tattooing, and that others have suffered from other ailments contracted in the same way. Tattooing on the body and arms, it is pointed out, has so long been associated with travel and sea life that nothing short of absolute prohibition will put a stop to it among the lower deck ratings and the rank and file of the navy.

The naval authorities in Germany have decided to issue a strong prohibition against tattooing, as it has been ascertained that the process affords a vehicle for transmitting diseases of the most virulent type.

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dide song, and is being sung in every
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