POOR DOCUMENT

MC 2033

COAL BARONS DECLARE THAT ANTHRACITE PRICES WILL NOT ADVANCE

President Baer of the Reading Coal Company Says They Will Cut Off Supply from Dealers Who Want Exorbitant Profits—Much Doubt About Strike Order Being Generally Obeyed—Miners Offered Same Pay as Before if They Continue.

Philadelphia, March 31—When the mine workers in the anthracite field finished their work at noon there was every indication that the order of the scale committee of the United Mine Workers of America suspending operatinns pending the result of next Tuesday's conference with the operators would be generally obeyed. Reports from every district, received here tonight, are to the effect that the large majority of mine workers intend to remain away from the workings until further instructions are received from President Mitchell and the members of the scale committee.

In the lower field, comprising the collieries in Schuylkill county, some indecision of the part of the men is reported and the impression prevails that sufficient mine workers will return to work on Monday to permit operation, shorthanded, of a number of the collieries. But the fact that in the vicinity of Mahonoy City and Shamokin hundreds of men failed to report for duty today is regarded as evidence that there will be a complete suspension of mining throughout the entire anthracite territory.

The men left the mines today as usual, making no demonstration at any of the workings. During the afternoon many of the miners in the various towns congregated to discuss the situation, but there was no disorder.

Offer of Same Wages Posted.

The lead taken yesterday by the Delaware, Lackawana and Western Railroad Company in posting notices announcing the continuation of the strike commission's award for the ensuing three years was followed to a large extent today by other operators, especially in the northern field. At Scranton today and tonight officials of the companies whose operations are located in the Lackawanna and Wyoming districts held conferences for the purposes of discussing the situation. It was decided to keep all the mines in readiness for operation should the men ignore the scale committee's order, but none of the participants in the conference was able to report a sufficient number of men to operate any one colliery.

The most important feature of today's developments in this city was a conference between A. J. Cassatt, president of the Pennsylvania Railroad Co., and Geo. F. Baer, president of the Reading Co., in the latter's office. Shortly after the departure of President Cassatt, W. C. Brown, secretary of the Philadelphia & Reading Coal & Iron Co., was summoned by Mr. Baer. Most of the statistics bearing on the mining operations of the Reading Company are compiled under the direction of Mr. Brown. Neither Mr. Baer nor Mr. Cassatt would discuss the object of their conference. President Baer stated, however, that the Reading Company would probably keep its collieries open on Monday in order to give any miners who so desired a chance to go to work.

Coal Prices the Same, Says Baer.

Mr. Baer stated also that it was the intention of the Reading Company to continue the existing coal prices. He said the company would make every effort to discourage speculation on the part of the retail dealers, and declared that the charging of exorbitant prices by retailers would result in the cutting off of their supply. The stock of coal on hand, he said, in the event of a strike, will be judiciously distributed, special attention to be given to municipalities, institutions and industrial establishments.

While complete reports of the anthracite operations for the month of March have not yet been compiled, it is believed the production will break all records. The Reading Company's output is expected to reach 1,100,000 tons, which would indicate a total production of 5,500,000 tons.

In this city coal prices were advanced 25 and 50c. a ton. All domestic sizes brought $7 a ton, and pea coal brought as much as $6 in some cases.

Many Mines Will Work.

Pittsburg, March 31—Coal operators and mine workers who returned today from the Indianapolis convention gave assurance that there will be no strike in Pittsburg district this year.

Patrick Dolan said the men would go to work as usual on Tuesday morning and Chairman Francis L. Robbins, of the Pittsburg Coal Company, who fought for more than a week to prevent an industrial war, said operations at their mines would not cease for a day.

All but the independents expressed their pleasure over the result reached at Indianapolis and several of the latter said they would pay the rate decided upon under certain conditions. Pending a meeting being arranged for next week, however, no action would be taken.

Mr. Robbins said arrangements would be made at once to sign the scale and that Monday being a holiday all the mines controlled by his company would be in operation on Tuesday.

The statement that the mines were to be closed down for thirty days was without foundation.

The district miners' convention got down to business this afternoon and before adjournment will have up for consideration the endorsement of the Perry resolution. From indications there is no doubt of favorable action.

Despatches from the Cambria, Irwin, Mercer-Butler and Turtle Creek fields state that the independent operators will pay the 1903 scale and there will be no strike in those districts.

Dolan Man Deposed.

Pittsburg, March 31—Following a turbulent all day session the Pittsburg district miners' convention adjourned this evening to meet again on Monday afternoon to appoint a new wage scale committee with full authority to sign with operators who are willing to pay the 1903 scale.

The committee will meet Chairman Francis L. Robbins, of the Pittsburg Coal Company, by appointment on Monday, when Mr. Robbins will sign the scale for two years.

This action means that there will be no strike in the Pittsburg district. It is believed that a majority of the independent operators will eventually sign the 1903 scale, but not until after their meeting, which is scheduled for the latter part of next week.

The scale committee appointed today is evenly divided between the Dolan and anti-Dolan factions. The naming of the committee in this shape was only brought about after a most exciting session. During the turmoil Chairman Mattsow Kerrigan, a Dolan supporter, was deposed and Joseph Sharp, a representative of President Mitchell, was elected to succeed him.

Miners' Earnings.

New York, March 31.—The anthracite operators' committee of seven today authorized the following statement:

"Some of the bituminous workers who are now active in directing matters in the anthracite industry have asserted at times that the wages in the former industry are higher than in the latter. It is established by the official figures that the earnings of all classes of workers are much higher in the anthracite than in the bituminous industry.

The last report of the secretary of internal affairs of the state of Pennsylvania contains the facts as to both industries for the year. Omitting in the case of the anthracite industry the class of employes in the breakers, because there is no corresponding class of employes in the bituminous industry, the figures are as follows:

"Average number of days worked, anthracite, 231; bituminous, 188.; number employed, anthracite, 136,445; bituminous, 93,114; wages, anthacite, $85,519,291; bituminous, $40,133,604.

"Average yearly earnings: Anthracite, $626.77; bituminous, $431.02.

"Average daily earnings: Anthracite, $2.71; bituminous, $2.29.

"The average earnings of the anthracite miners, therefore, exceed those of the bituminous miners by 63.75 per cent, and the average earnings of all classes of anthracite workers exceed those of all classes of bituminous workers by about 30 per cent.

"Under these circumstances there is no ground for the anthracite workers to claim that their compensation is inadequate."

Rushing Coal to Tide Water.

Reading, Pa., April 1—This was the usual busy Sunday of the main line of the Reading railway. Yesterday's product of the mines of the Schuylkill region, amounting to 1,600 carloads, was sent through and this will have reached its destination by tomorrow. Many empty cars have been rushed to the Schuylkill regions and these will be distributed to the collieries early in the morning in the belief that some of the mines will be in operation, though the officials have no positive assurance on this point.

Anthracite shipments to the west, which have recently been heavy, have been stopped and the company has been concentrating its output entirely in the east. If the miners fail to report for work in the morning it is expected that in 48 hours the men in the coal carrying trade will be laid off and this will be followed by curtailment of work at the shops all along the main line. Many foreign miners have passed through this city and there is a regular exodus from the anthracite regions.

Virginia Coal for Lake District.

Wheeling, W. Va., April 1—Of the 40,000 bituminous miners in West Virginia, not over 5,000 are affiliated with the United Mine Workers of America. Of these about 1,500 are in the Pan Handle district and have gone out.

In the Norfolk & Western fields the miners are almost entirely outside the organization and the great bulk of the men are continuing at work with here and there small strikes caused by local disagreements.

The Baltimore & Ohio Railway is making preparation for the transportation of West Virginia coal from the Fairmont field to the lake ports, most of the coal to pass through Wheeling and eastern Ohio. During former strikes West Virginia coal was held up by strikers on the Ohio side, opposite Wheeling, and in the present strike it is feared trouble will come when the Ohio strikers see immense quantities of coal from the non-union West Virginia fields passing to the lake market.

COST OF COAL STRIKE OF 1902

Loss of miners in wages	$28,930,000
Loss of other workers in mines	6,457,000
Loss of mine operators	52,250,000
Loss of railroads	26,000,000
Loss of anthracite business region	10,280,000
Loss of outside interests	9,790,000
Damage to mines and machinery	7,200,000
Total loss	$149,572,000
Miners and families affected	537,000
Strike lasted twenty-six weeks.	

COST OF OTHER GREAT COAL STRIKES

South Wales, 1898	$30,000,000
England, 1893	60,000,000
Denaby Collieries, 1902	2,260,000
Milan, 1904	6,000,000

HAYS OPTIMISTIC OF G. T. PACIFIC

Not Worrying About Eastern Section as That is Government's Business

CANADA'S CREDIT O. K.

No Trouble in Floating Bonds in London—Thinks Road Will be Finished From Port Arthur to Edmonton by Fall of 1907 as Finances Are Provided For.

Montreal, April 1.—(Special)—"The Grand Trunk Pacific is financed from Lake Superior to the Rocky Mountains." This was the statement made today by Charles M. Hays, who had just returned from London. Mr. Hays had gone over in connection with the business of the Grand Trunk Company, as it was his custom to go over the affairs of the system once or twice a year with the president and directors in London. Mr. Hays was more than pleased with the success which had attended the recent issue of $5,000,000,- Grand Trunk guaranteed 4 per cents, it being subscribed for several times over.

"Canada today occupies a more prominent place in the public mind of Great Britain than any other portion of the empire," he said. He had but one apprehension, and that was in the possibility of wild cat projects being foisted upon the British public and injuring our credit and reputation.

Mr. Hays explained that the $5,000,000 issue would be devoted to the union depot at Toronto, double tracking and other betterments of the Grand Trunk system.

Mr. Hays, who announced that the company has purchased three lots on Cockspur street, Trafalgar square, London, which will give them a frontage of 75 feet, where a large and imposing building will be erected. Here the offices of the Grand Trunk Pacific and Grand Trunk systems will be located, and he believes their proposed new "home" will be one of the finest structures in the metropolis.

The question of steamers connecting with the Atlantic and Pacific terminals was also referred to and Mr. Hays quickly replied that there would be no trouble whatever about this branch of the service as soon as they were ready for them.

"What truth is there in the report that the section from Quebec to Moncton will be abandoned," he was asked. In reply Mr. Hays said that he was not borrowing trouble about that matter, as that section was being built by the government commissioners.

Again discussing the change of public sentiment in England toward Canada he declared that the present favorable condition of the public mind towards this country was due in a large measure to the fact that the Grand Trunk Pacific, the Canadian Pacific and the Canadian Northern are successfully carrying forward their respective enterprises, and opening up the country to future millions of settlers.

Mr. Hays still thinks that the road can be completed from Port Arthur to Edmonton by the fall of 1907.

ST. JOHN SCHOONER PRISCILLA BADLY DAMAGED IN COLLISION

Vineyard Haven, Mass., April 1—The little St. John schooner Priscilla came into port late tonight in tow of the fishing steamer Petrel with her bow smashed in, her headgear carried away and leaking 400 strokes an hour, from an encounter with the big five-master Governor Powers off Cross Rip lightship this morning, while the Powers was ploughing down Nantucket Sound in company with the seven-master Thomas W. Lawson.

Captain Granville stated tonight that he had just tacked to the northward when he saw the two big schooners coming down the Sound side by side. The weather was perfectly clear and the wind was blowing fresh from the north-northwest.

The Priscilla was on the port tack with sheets flat while the Powers and the Lawson were also on the port tack with started sheets. Captain Granville thought that the Powers, which was to the leeward of the Lawson, would either haul up or keep away and let the Priscilla get by, but the five-master did not swerve from her course, and the smaller boat struck the larger one amidships.

The Priscilla staggered back from the crash but the Powers kept on with the Lawson, apparently uninjured, leaving the smaller craft to take care of herself.

The Priscilla had all her headgear carried away, including her bowsprit and foretopmast, her stem was smashed and part of her bow crushed in almost to the waterline. Captain Granville stated that had the sea been rough at the time his vessel would have sunk almost immediately.

Fortunately the Nantucket lightship steamer Petrel was in the vicinity and after the crew of the Priscilla had repaired some of the damage, the steamer took her in tow and brought her into port shortly after 10 o'clock tonight.

The Priscilla was bound from St. John (N. B.) to New York with a load of lumber, while the Powers had a load of coal from Newport News for Boston.

DOWIE DEPOSED; WIFE AND SON ALSO TURN AGAINST HIM

Chicago, April 1—At a meeting today of 5,000 adherents of the Christian Catholic church at Zion City, of which John Alexander Dowie is the founder and first Apostle, Dowie's authority was repudiated, and Wilbur Glenn Voliva, who for some time has been conducting the affairs of the church elected in his stead.

Mrs. Dowie also repudiated her husband, and her son, Gladstone Dowie, cast his lot with his mother and the new leader, Voliva.

Second Disagreement in Pitcher Case.

Halifax, April 1—(Special)—The jury in the case of Charles Pitcher, charged with receiving stolen goods and which was locked up all Friday night failed to agree on a verdict at the last. The ballot is understood to have been eleven to one for acquittal. Pitcher was bound over for a third trial when the court meets in October.

YORK COUNTY LOAN PRESIDENT DENIED BAIL

Disclosures at Saturday's Hearing Were So Bad That Magistrate Dennison Ordered Him Locked Up.

Toronto, March 31.—(Special)—Joseph Phillips, president of the defunct York County Loan Co., spent today "over the don." Such was the decree of Magistrate Denison given at Saturday's sitting of the police court. J. E. Jones, counsel for Phillips, was prepared to offer any amount for his freedom, but the magistrate refused to accept bail under any circumstances.

Phillips appeared in the dock with other prisoners, and, as it happened, stood between two men, one charged with drunkenness and the other with disorderly conduct, both notorious offenders. He was forced to wait for a seat and was sitting there alone when his name was called. Then he was allowed to march out of the dock under surveillance and seat himself beside his lawyer.

The evidence at the investigation has revealed some interesting figures.

Sixty-one thousand dollars paid out by the York Loan to the Liszt Piano Company on $800 security.

Eight hundred dollars paid by the National Monthly for an automobile for V. Robin to use for the York Loan and Toronto Life.

Fifteen hundred to eighteen hundred dollars in profits paid by the printing company in the hands of Joseph Phillips.

Two hundred and sixty-five Liszt pianos sold by the York Loan agents at an average of $325 each, $86,125. Cost to York Loan, $39,750. Commission to agents $12,918.75. Net profits to some one $33,456.25.

Paid out in five cheques from Liszt Piano Company's deposit in Bank of Montreal to some one yet unknown, $12,882.

WINNIPEG STREET CAR STRIKERS MODIFY THEIR DEMANDS

Willing That Union Should Not Be Recognized by Company — Police Magistrate Suspended for Swearing Alien Deputies—Many Damage Suits Likely.

Winnipeg, April 1—(Special)—Strenuous efforts are being made to settle the street car strike. The men are now willing to forego certain demands, the chief of which is their demand for recognition of the union, but with a clause added to guard against the company discriminating against union employes.

A dozen or so cars have been running spasmodically, but the people will not patronize them. At intervals small riots occurred, and a number of arrests were made, but the condition of the streets was much quieter than yesterday, doubtless on account of the fact that the Canadian Mounted Rifles and Nineteenth Field Battery are under arms waiting orders.

Alexander McMicken, police magistrate, has been suspended by Attorney General Campbell, on the charge of having sworn in a number of aliens as special constables, some of whom have become conspicuous by assaulting prominent citizens, including Mayor Sharpe.

When the strike is finally settled, the city will have a number of damage suits on its hands for damaged property, and several cases were brought by people who claim to have been assaulted without the slightest provocation.

In addition, the street car company states it will hold the city responsible for all the damage done to its property.

JOHN CHARLTON READY FOR HARNESS AGAIN

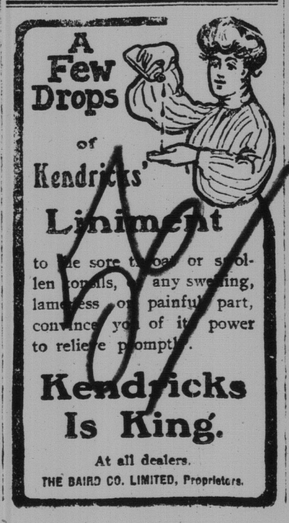
Veteran Politician Likely to Re-enter Public Life—Sees No Hope Now of Reciprocity With United States.

Toronto, April 1—(Special)—John Charlton, ex-M. P., advocate of better trade relations between Canada and the United States, said that his health is now very much improved. He was returning to active business life and would possibly re-enter political life.

Regarding the relations between Canada and the United States, he said that the attitude of both parties had materially changed within recent years, but he did not think that there was any immediate likelihood of any particular changes being effected in our commercial relations. In the United States he had discussed the question with practically all the leading politicians, manufacturers and businessmen, and about nine-tenths of them were in favor of giving Canada a better chance, but they all pointed to the agricultural classes, who were quite opposed to the admission of Canadian products, fearing that their prices would suffer.

Maine Lumbering.

The Bangor Daily Commercial says the season just closed has been an excellent one for the lumbermen on the Penobscot and Kennebec rivers and the cut is one of the largest on record. The logs are all on the landings waiting for the ice to run out. It is estimated that there are 452,000,000 feet of new logs and 104,000,000 feet of old logs on these two rivers.



SPENT $1,000,000 ON ITS SCHOOLS

It Cost This Sum to Educate 100,000 Nova Scotia Children Last Year

Halifax, N. S., March 30—(Special)—The report of the superintendent of education of the province of Nova Scotia, which was laid on the table of the house this afternoon by the provincial secretary, shows that the sum of $1,000,000 in round numbers was expended upon education for the year 1905.

There were 92,966 common school and 7,286 high school pupils, a gain of 3,095 and 296 respectively over the previous year.

Two thousand one hundred and fifty-four pupils attended the mechanics' schools, and 1,724 the domestic science schools.

The amount expended in provincial grants was $271,656.79. Municipal funds, $145,627.20, and section assessment, $576,560.32, a total of $993,884.31, being an increase of $8,812,88 over last year.

The property valuation in sections was $95,540,091, a decrease of more than $1,000,000 from the previous year. The school property was valued at $1,890,163, an increase of $81,814 over 1904.

There were 2,429 schools in operation, employing 2,566 teachers, of whom 1,000 were in graded schools.

MURDER FOLLOWS DISPUTE ABOUT BOARD BILL

Arthur Lafond, a Native of Quebec, Killed One Lowell Man and Wounds Another.

Lowell, Mass., March 31.—A long standing dispute over an $11 dollar board bill culminated early this evening in the murder of Wm. H. Vincent, a lodging house keeper on Colburn street, the wounding of his brother-in-law, Fred Duchane, and the arrest of Arthur Lafond, a Canadian, forty years old, who readily admitted the shooting and offered to be hanged at once for his crime.

Lafond told the police that he had become exasperated at the continual nagging of Vincent and Duchane and that he had purchased a revolver with the deliberate intention of killing the former.

The shooting took place in a room of the Vincent house. Duchane's wound was slight. Vincent was thirty-five years of age and married. Lafond is a native of Berthier (Que.)

CALGARY WANTS PROF. SCOTT OF U. N. B. TO DIRECT ITS SCHOOLS

A Calgary, Alberta, despatch says: The school trustees of this city, at a recent meeting, decided to endeavor to secure the services of Prof. A. M. Scott, of the University of New Brunswick, to take control of the public school system of Calgary. This is being done on the recommendation of Daniel McIntyre, M. A., of the Winnipeg schools, who recently at the request of the board, spent some time in this city looking over school matters and giving expert advice regarding improvements.

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of Chas. H. Fletcher

VIRGINIAN SCORES

Letter from Liverpool via Turbiner Here at Same Time as One Sent Earlier via New York.

The turbiner Virginian and the mail service to Canada have scored a good point. English letters received here Friday tell the tale by their postmarks.

A city business man found among his mail Friday afternoon two letters sent him from Liverpool (Eng.). One was sent from there on March 21 and came by the White Star Liner Teutonic to New York, and here by rail. The other was postmarked Liverpool, March 22, and came by the Allen Line turbiner Virginian, which sailed from there for Halifax on March 23. But both letters reached here on the same day, the Virginian mail beating that by the other route considerably. The letter which came via the Virginian was just a week from the sender's hands in Liverpool to those of the receiver in St. John.

SECOND TRIAL IN ONE WEEK FOR HALIFAX MAN CHARGED WITH THEFT

Jury Disagreed in First Instance and it Looks Like Another.

Halifax, N. S., March 30.—The court presided over by Justice Graham has had a strenuous time today. Charles Pitcher, charged with stealing from A. & W. Smith & Co., is on trial. A jury early in the week failed to agree on a verdict. A new jury was sworn in and the case tried over again.

Two days were spent taking evidence and the jury went out at 4 o'clock this afternoon. At 11.30 tonight they had not reached a verdict and the judge then ordered them to be locked up for the night. They will not now be heard from till 9 or 10 o'clock tomorrow morning.

Who Gets the Most Out of Life?

Not the wealthiest, not the most learned, nor the idler—but the man who has good health and works for his living. This truth is trite, but not trivial.

Every man should guard his health as his most valuable possession. The more so because health is easier to retain than regain.

Keep your grip on health by regular exercise, reasonable care in eating and regular sleep. Take Beecham's Pills occasionally, to tone the stomach and keep the liver and bowels in good working order. And don't worry.

Observe these simple rules and you will agree that the one who gets the most from life is

The Man Who Uses
BEECHAM'S PILLS

Prepared only by the Proprietor, Thomas Beecham, St. Helens, Lancashire, Eng.
Sold everywhere in Canada and U. S. America. In boxes 25 cents.

MATTERS OF INTEREST DISCUSSED BY ST. JOHN MAN IN BOSTON

(By Charles H. McIntyre.)

Boston, March 28.—Irishmen the world over are noted for their wit. The peculiar brogue of Erin's sons is sometimes attractive and quite often humorous. An ample fund of mirth is a great contribution to the healthy public sentiment of a community, and for this we are everywhere indebted to our Irish brethren. But now and again this emotional nature is unduly sensitive, and does not bear itself well.

For example, at a recent meeting in the Majestic Theatre under the auspices of the Ancient Order of Hibernians one of the entertainers attempted the role of a "Stage Irishman." At once he was hissed by the audience and rebuked by our "bigger, better, busier" Mayor John F. Fitzgerald who presided. James E. Dolan, who came from Syracuse (N. Y.), to deliver the oration on Robert Emmet, declared that "the grotesque portrayal of the Irish character so frequently found upon the stage is not of Irish origin, but is the product of the London music halls where Irish ideals are disrespected and insulted." and said that such exhibitions when imported to America should not be tolerated by self-respecting Irishmen.

Newfoundland Fisheries.

The Boston Herald on the 21st published a very interesting article from its correspondent at St. John's on the Newfoundland fishery question. It is a well known fact that during the past year the ancient colony has completely outwitted the U. S. fishermen. All this rumpus is one of the relics of that unfortunate provision which John Adams and Benjamin Franklin inserted in the treaty of independence from Great Britain at the close of the American Revolution. Looking at that treaty now, over the vista of 123 years, the claim of the revolting colonies by right to a reserved strip for fishing privileges along the coast of Newfoundland, seems nothing less than a piece of colossal gall.

Supposing that the case of the thirteen colonies for independence was perfectly just, what natural or legal right did it give them to retain a hold upon the inshore fisheries of Newfoundland, a sister colony hundreds of miles away from New England and in no way connected with their quarrel? The only reason which can be given is the old policy of bluff and grab. But all that is ancient history. The Herald's correspondent says: "Because the United States is the principal market, and because the American tariff admits free frozen herring when brought from Newfoundland into American ports in American bottoms, while at the same time charging a heavy duty on the same fish if brought from Newfoundland into American ports in American bottoms, while at the same time charging a heavy duty on the same fish if brought there in alien vessels, the industry had become practically monopolized by the American fishermen until last year, they buying the fish from our people at the point of netting, and conveying them to their home markets and securing all the profits of the transactions."

"Newfoundland put a stop to this phase of the traffic the past winter, and threw the Americans back upon the rights alone which the treaty of 1818 secured to them. These proved to be valueless under modern conditions of fishing, and their operations during the winter were most disastrous financially."

Newfoundland having stood up for her legitimate rights, has now learned her power. She proposes to control the fisheries for the primary benefit of her own people. The herring along her coasts are of excellent quality and great abundance. She has accordingly resolved to introduce the Scotch method of curing these fish. She has appointed as superintendent of fisheries, a leading official of the Scotch fishery board and the experiments will be carried out under his control. It is claimed that the market for such herring is steady and unlimited both in Europe and America. A bounty of $1 per barrel will be paid to all local traders exporting fish which have been cured according to the Scotch method.

The annual value of the herring fisheries of Scotland is now nearly $7,000,000. That of Newfoundland is about $250,000. With an ample supply and improved methods the ancient colony hopes to double the value of her great maritime industry. American fishermen will be unable to engage in this industry and the high-protectionist policy of the Gloucester ring will receive a severe blow. The pressure of foreign tariffs has taught the Newfoundlanders self-reliance. More than once I have pointed out that the narrow and illiberal policy of the United States senate has contributed greatly to the solidification of British interests in North America. It is quite possible for commercial hogginess to outdo itself in the general scramble for dollars and markets. It is another signal illustration, that the spirit and ambition of a people cannot be dominated by harsh and repressive laws.

Canadian Ports, Etc.

Canadians are sometimes discouraged in their efforts to divert the traffic of western Canada to her eastern ports, like St. John and Halifax. One of the principal arguments against the construction of the Grand Trunk Pacific from Quebec to Moncton is that it will be impossible—other things being equal—for shippers to obtain as low a rate over this route as they can to Portland. The laws of geography, it is said, are superior to those of governments and man. As a general proposition this is probably true. But I observe in a recent letter to the Boston press by Elwyn G. Preston, former secretary of the chamber of commerce and a man thoroughly informed as to transportation to eastern ports, he asserts that "so far as distance is concerned the through rate from the interior to Halifax and St. John is as low as to either Boston or Portland, and distance in such matters is always measured by cost. Indeed it is not at all certain that the rates to those points are not much of the time less than to American ports." This is a very important statement, and, if true, ought to be consoling to those men who, through good report and ill, have stood firmly for the principles of transporting Canada's produce over her own railways to her own ports. Already I notice that the value of American goods passing through St. John is very considerable.

One of the favorite arguments for reciprocity used by Henry M. Whitney and others, is that reciprocity would divert Canadian traffic to Boston and New England. Their argument is that Canadian railways should run north and south instead of east and west. In other words their scheme of reciprocity strikes at the solidarity of confederation.

It strikes at the prosperity of eastern ports in Canada—I care not how you juggle with the figures or the facts. There is every reason, therefore, why the people of Canada should be encouraged to go forward with their efforts to promote interprovincial trade and to build up the commerce of the maritime provinces. There are just three things needed to perfect this work, viz: A fast Atlantic service to Great Britain, nationalization of maritime ports and the restriction of the British preference to those goods which enter the dominion through her ocean ports. All these things will come about in due time. Public sentiment is gradually moving in this direction. Their realization will not be injurious to New England. The general prosperity of Canada is of great importance to American industries. Her national strength and solidarity must be respected by the republic. If she has copied some leaves from the American note-book, it is because she believes that such action is conducive to her own welfare, and not inimical to the best interests of her neighbor.

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