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WEDNESDAY, AUG. 23

ANSWERS A LOCAL MANAGER

In argument on reciprocity with a Daily News man the other day, the well known and efficient manager of the best paying municipal concern in Prince Rupert asked the following questions: Why make a reciprocity agreement when the tariff reformers of the United States are certain to reduce the almost prohibitive duties levied upon Canadian goods entering the Republic, no matter what Canada does or fails to do by way of tariff reductions? Why should Canada "buy" tariff concessions from the Republicans when she can secure them from the Democrats free of cost?

The local manager will like to see his questions answered in detail by the Toronto "Globe" which says:

In one form or another these questions are asked by the opponents of reciprocity whenever they meet a pronounced supporter of the agreement. Waiving for the moment the fact that the removal of the Canadian duties on natural products will be to the advantage of the people of Canada, and taking the view that by reducing the taxes we levy upon ourselves, we are "buying" the right to enter the United States market on more favorable terms than at present, is it true that we could get these concessions without buying them?

"The Mail and Empire in trying to make the point that political, and not economic, reasons govern the people of the United States in dealing with the agreement, says of it:

It seems now in a fair way of issuing from the United States Senate in the form in which it was transmitted to that chamber from the House of Representatives. If it does, nothing remains but the signature of the President, which will be speedily attached to the bill. It is safe to say that no other tariff bill could thus smoothly make its way through the present party confusion in Congress. A general tariff revision bill passed by the Democratic House would be defeated by the Republican majority in the Senate, and if it came to the worst would probably be vetoed by the Republican and protectionist President."

"In this blunt way—not appreciating the importance of the statement—The Mail and Empire blurts out the truth and confounds the elaborate arguments of the Tory platform orators. For it is the truth that a general tariff revision bill passed by the Democratic House for the reduction of the duties on imports from Canada and all other countries would, as matters stand, be defeated by the Republican majority in the Senate, and might—The Mail's 'would probably' is rather strong—be vetoed by the President. It must not be forgotten that Senator La Follette and his band of insurgent Senators who now lead in opposing reciprocity because it may hurt the farmers of the States along the border, would just as emphatically oppose any general tariff bill coming up from the House of Representatives that would give free entry to Canada's grain and other natural products."

"This being so, it is evident that the Democrats, though they control the House of Representatives, have no power now—and can have no power until the inauguration of a new President in March, 1913, at which time they may have a majority in the Senate and a Democratic President—to place a tariff reduction law on the statute book. When the Conservatives say that Fielding and Paterson 'paid' for a reduction of the United States tariff they could have had for nothing, they state what The Mail and Empire declares to be untrue. But they will continue to state it. The pretence that the Democrats could and would have given free entry to our natural products without any reciprocity agreement is too useful to be abandoned. It is part of the tricky two-faced policy pursued by the Opposition in every Province of the Dominion. Only now and again, as the result of what will be regarded in anti-reciprocity circles as foolish frankness such as that of The Mail and Empire, are the electors told how impossible under existing conditions is a general tariff revision in the United States. It is either reciprocity as a certainty now or a chance of lower duties in 1913 if the Democrats win the next Presidential election."

NOTES DUE

After visiting the waterfront officially Judge Mabec of the Railway Commission enjoyed a trip in the power boat Evelyn of the Dominion Quarantine Department in charge of Dr. Tremayne.

All Prince Rupert launch owners are delighted to see that the Chairman of the all powerful Railway Board likes a launch trip. It means that he must realise how magnificent are the opportunities for power boat service here whether for pleasure or profit; and how certain it is that Prince Rupert will soon possess a mosquito fleet second to none on the American Continent. Convinced by practical experience of this, Judge Mabec is hardly likely to approve the idea so cheerfully swallowed by all but three hesitating members of the city council that Prince Rupert's mosquito fleet can quite nicely be relegated to the background in Shawatans Passage, or anywhere out of sight, no matter how inconveniently for launch owners and launch patrons. Let Aldermen Hilditch, Douglas, and Newton wake up again and take courage to renew the battle for the bays. Even late in the day as it is, something may yet be done to save safe harbors for the mosquito fleet within easy reach of the business and residential centres.

The decision of the Railway Commission on the dispute between the G. T. P. and J. Y. Rochester and his supporters over the filling up of Cameron Bay will be looked for with a good deal of interest. The issue is not one that will merely effect the parties that made application to the Commission to have the bay re-opened, but to everybody whose interests lie outside of the G. T. P.

Before the closing of this navigable waterway, lumber and other materials could be unloaded on the Provincial Government dock at the bay in question for 30 cents a thousand, now everything has to be put over the G. T. P. wharf at a cost of \$1.30 per thousand. One does not have to be posted in higher mathematics to estimate what

this means to the purchaser of goods that could be unloaded at Cameron Bay without excessive wharf dues.

When Judge Mabec stated that there had been some monkey business somewhere he expressed the opinion of every impartial citizen with even a moderate power of perspicuity.

It is evident that the G. T. P. would dearly like to corral every particle of business on the waterfront. They realize that it is going to be their greatest money maker at this port, while they have the lease for 21 years, and standing by ready to aid and abet the company is the Provincial Government whose members don't care one iota about the people so long as they please a few well fed plutocrats. And the present city council of Prince Rupert looks on with a fatuous smile exerting itself only to please political patrons at Victoria to the questionable advantage of the city.

HOW RECIPROCITY WILL AFFECT THE COAL INDUSTRY OF BRITISH COLUMBIA

Among the great industries of British Columbia which will be helped if the agreement reciprocity comes into force is the coal industry. This industry under reciprocity will be a great immediate help to British Columbia, and a much greater help in the future when the great coal deposits of the Skeena district and the great coal deposits of the Queen Charlotte Islands are opened up.

At first sight it does not look as if the coal industry is to be greatly affected. The only change proposed is to make both tariffs agree. At present the U. S. tariff on coal is 45 cents per ton, and the Canadian tariff is 53 cents. The proposal is to standardize them, making both tariffs 45 cents. The change is a slight one, making coal a little cheaper in Canada, but not enough to affect the pockets of any but the large consumers and traders.

But a revolutionary change has been made in the tariff. In return for the concession removing 8 cents per ton off our tariff on coal, the Canadian negotiators succeeded in securing a very important concession. They succeeded in getting Canadian coke placed on the free list in the United States. It was a masterstroke that means enormously to British Columbia.

Coke is used in the great smelters and foundries of the Western States. But the State of Washington has not coal of the proper quality from which to make coke. She has to import all the coke she needs from other states. British Columbia has immense coalfields of bituminous coal, of the right kind to produce high quality coke. **But a tariff barrier of a dollar a ton had been placed against Canadian coke to prevent it entering the United States. Reciprocity will remove this tariff barrier. Under the reciprocity agreement Canadian coke will enter the United States free.**

What will this mean for British Columbia? It will mean that the foundries and smelters of the Western States will find it cheaper to buy their coke in British Columbia, instead of in the Eastern States.

It will mean that British Columbia will be treated as if she were a sister state.

It will mean that the miners of Nanaimo and Ladysmith will have lots of work to fill the orders for the coke makers.

It will mean that the coal areas of the Skeena and the Queen Charlottes will have to be opened up to supply the great demand for coal for coking purposes.

It will mean that all this coal will have to be turned into coke in British Columbia in order to take advantage of the free admission of coke.

It will mean prosperity for the coal operators, the coal miners, the coke makers and the transportation companies of British Columbia.

It will mean that new coal areas will have to be opened up in Northern British Columbia.

It will mean that shafts will have to be sunk, mining machinery built and erected, and mining villages and towns brought into existence where solitude now dwells.

It will mean that coke ovens will have to be built and operated.

It will mean that fleets of coke-carriers will have to be built and manned and operated, to carry cargoes of coke to the Pacific States.

It will mean the dawning of a new and brighter day in the commercial history of British Columbia.

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LAND PURCHASE NOTICE

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Take notice that Austin M. Brown of Prince Rupert, occupation saddler, intends to apply to the Chief Commissioner of Lands and Works for a licence to prospect for coal, oil and petroleum on and under the following described lands on the West Coast of Graham Island:

Commencing at a post planted three miles east of the southeast corner of C. L. No. 4475 thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to point of commencement.

AUSTIN M. BROWN, Locator

Located August 1st, 1911.

Pub. Aug. 19.

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Till Sept. 23, 1911

For

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