

THE DUTY ON COFFEE

Divergent Views of Those Who Favor Specific or Ad Valorem Duty.

Washington, Dec. 27.—Discussion of the plan to place a specific duty of 5 cents on coffee in the new tariff bill has developed several divergent views. The assertion that the tariff would yield a large revenue seems to be undisputed. In fact, the statistics of coffee importation warrant the conclusion that each cent of specific duty on a pound of coffee will yield an annual revenue of \$400,000, so that the proposed duty of 5 cents a pound would yield a revenue of \$4,000,000 a year.

That such a duty would materially stimulate the production of coffee in the insular possessions is stoutly upheld by some persons, chief of whom is Tullio Larriaga, Resident Commissioner from Porto Rico, and as strongly controverted by others not less interested in the insular possessions. The fixing of a specific duty is condemned by all others on economic and political grounds. These maintain that it should be an ad valorem duty of, say, 50 per cent, which would distribute the burden according to the ability of the consumer to pay without materially lessening the revenue, and would obviate an imical political effect which they think would follow leaving a specific duty.

The necessity of additional revenue has already been sufficiently elaborated in the columns of The Tribune, and the views of Commissioner Larriaga have been set forth. The arguments advanced by those who maintain that in addition to the revenue producing feature of the proposed duty there would be a "beneficial production" in the insular possessions are worthy of attention. It is urged that this country now sends to Brazil approximately \$100,000,000 a year, almost entirely for coffee and rubber, of which not more than \$13,000,000 comes back for the purchase of American goods, whereas the exports to Porto Rico yield \$100,000,000 a year. It is pointed out that the exports of Philippines coffee at one time reached the aggregate of \$2,000,000 for the years 1887 and 1888. Certain insect and fungus pests then practically destroyed the industry, but the same obstacles were encountered in Java, and there the scientific work of the government experiment stations revealed a remedy which has since been applied to the Philippines. It is reasonable to assume that these pests could be as effectively combated in the Philippines. The quality of the Philippines coffee was particularly fine, many regarding it as equal to Java, and as it brought in the vicinity of 10 cents a pound in the hands of the importer, it is reasonable to conclude that the importation of coffee from the Philippines would materially stimulate the industry in the insular possessions. It is supported by striking, if not conclusive, arguments, but there are some well informed officials who take the opposite view.

It is pointed out that the consumption of coffee is governed by taste rather than by price, and that only a duty which would prove almost prohibitive would result in educating Americans to like the Porto Rican product. They point out, moreover, that Brazil now imposes a considerable export duty on coffee, and while the imposition of an import duty would divert this revenue from the Brazilian treasury, it would also tend to lower the price of the Brazilian product as to enable it to compete on its present terms with that of Porto Rico. Again, it is pointed out that the Cuban reciprocity treaty has obtained for Porto Rico materially higher prices for coffee, of which island now supplies about 30,000 pounds of coffee to the United States. Under the Cuban treaty the Porto Rican coffee enjoys a differential of 20 per cent—24 to 25 cents a pound—practically all of which, it is asserted, is enjoyed by the Porto Ricans. The strong, highly flavored coffee of Porto Rico is preferred in Cuba. Those who believe that the tariff would divert this revenue from the Brazilian treasury to the United States, and that the Cuban treaty be amended so that coffee would receive the highest differential—40 per cent—which, it is maintained, Cuba would be in no position to resist, while the increased profit would prove of great benefit to the Porto Ricans.

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IN AID OF MINERS

Government to Establish Rescue Stations in Several Districts.

Washington, Dec. 27.—Carrying out its efforts to reduce the number of fatalities in coal mines, the United States Geological Survey is about to establish rescue stations in the principal coal fields of the country. In addition to the experiment station at Pittsburgh, these stations will be at or near the greatest centres of accidents, and it will be the purpose of the experts to teach the miners and mine bosses how to use the most approved apparatus for mine rescue work.

Government mining engineers thoroughly trained in the use of rescue apparatus will be assigned to stations and will be ready at a moment's notice to go to the scene of any disaster. They will be equipped with oxygen helmets, which will enable them to enter a mine at once, even though it is filled with gas or smoke.

These stations will also be headquarters of the engineers engaged in the study of the waste of coal in mining, one of the important problems before the Geological Survey.

Every station will be fitted with an airtight room where gas can be generated. The coal mining companies will be invited to send picked men to the stations, where they will be trained by the government experts in the use of the oxygen helmets. It is not the purpose of the government to engage in general rescue work, but rather to demonstrate its apparatus until such a time as the mine owners have thoroughly trained rescue crews of their own. All the rescue stations are to be erected in co-operation with the mine owners and state geological surveys.

One of the stations will be at Urbana, Ill., in connection with the University of Illinois. This station will take care of Illinois, Indiana, Michigan, Iowa, Northern Missouri and Western Kentucky. A second station probably at Raleigh, N. C., to take care of New Mexico, Colorado, Utah, Wyoming and Montana. The largest coal output in New Mexico and Colorado comes from the Trinidad field, which is immediately accessible to Raleigh. A second station is suggested for this district, to be located at Salt Lake City. This would be central for the Utah, Idaho, Nevada, Arizona, the Montana and Washington fields. The coal fields of Oklahoma, Arkansas and Southwestern Missouri will be taken care of by a station in the neighborhood of South McAlester, Okla.

Several locations are suggested for the station which will cover Alabama, Tennessee, Virginia, Eastern Kentucky, Georgia and Southern West Virginia. One plan is for a station at Knoxville, Tenn., in connection with the University of Tennessee, which has a mining course. Birmingham, Ala., and Lexington, Ky., have also been suggested as sites for the station in this district. George S. Rice, mining engineer, will have general charge of all mining districts. He is now in charge of the West Virginia Mine Inspector of West Virginia, will have supervisory charge of all rescue work.

At these stations not only will opportunity be given the miners to become familiar with the rescue apparatus, but safety lamps of all designs will be tested for their general safety and efficiency in the presence of miners and mine owners.

TO INVESTIGATE CANAL.

House Committee Sails To-day—Scope of Its Work.

Washington, Dec. 27.—To familiarize themselves with conditions under the present form of government of the Panama Canal Zone and to consider what changes, if any, are desirable, twelve members of the House Committee on Interstate and Foreign Commerce will leave Charleston, S. C., tomorrow for Colon.

It is not thought that any measure having for its object a change in the form of civil government for the zone will receive the consideration of Congress at the present session, but as all except two of the members of the committee are Republicans, and the House is in the hands of the Republicans, it is believed that the committee will find the information obtained now of value later.

There has been some discussion of the advisability of attaching the zone to one of the Southern circuits of Federal courts, in order to overcome the criticism which has been made of the prevailing judicial system, because of the difficulties which have been found regarding the limits of jurisdiction of the civil and military authorities on the zone and the government of Panama.

The committee will also look into all phases of the construction of the canal. It is understood that the officials of the Isthmian Canal Commission believe that any change in the present system of government would be detrimental to the advancement which it is desired to make in its construction.

JEWIS EXPELLED FROM FINLAND.

Thirty Families Forced to Emigrate—Bill Against Kosher Meat.

Helsingfors, Dec. 27.—One of the periodic expulsions of Hebrews is now going on in Finland. Thirty Jewish families, some of them having resided in this country for a long time, have been ordered to emigrate at once. The reason for this is a narrow interpretation of the law, maintaining the right to issue individual licenses entitling residence in Finland for six months, these being renewable only at the Senate's discretion.

According to the Finnish statutes, Hebrews are forbidden to acquire and hold property, have no right of citizenship and may not own land and industry in the country. This will cut them off from the basis of a narrow interpretation of the law, maintaining the right to issue individual licenses entitling residence in Finland for six months, these being renewable only at the Senate's discretion.

A bill has been introduced in the present Diet at the initiative of Finnish societies for the prevention of cruelty to animals. This bill would prohibit the Jewish method of slaughtering. Russian Jews are using their influence to defeat this measure in the fear that similar action might be taken in Russia.

PAN-AMERICAN CONGRESS DINNER.

Five Hundred Guests—Republics Pleased with United States' Attitude.

Santiago de Chile, Dec. 27.—Five hundred covers were laid at the dinner given last evening in honor of the delegates to the Pan-American Scientific Congress. The Cabinet ministers and the diplomatic representatives of the various countries, the speakers made special reference to the delegates from the United States, and laid emphasis on the solidarity of the American continent. The Argentine delegate proposed the health of President Roosevelt and Secretary Root for their great services to Pan-Americanism, to which a hearty response was made.

RUSSIA'S PROVISIONAL BUDGET.

The Douma Not Consulted—The Naval Appropriations Retained.

St. Petersburg, Dec. 27.—M. Kokovoff, the Minister of Finance, has submitted to the Cabinet the provisional budget of expenditures, amounting to \$421,137,000, from January to April, inclusive, 1909. The budget will be promulgated in an imperial ukase after the adjournment of the Douma for the holidays.

The Douma will not be able to finish the examination of the regular budget for 1908, however, until the middle of spring. The provisional budget has been worked out by a ministerial committee under the Douma's head. It carries a saving of \$9,000,000 over the credits of 1908, to which the government is entitled by the fundamental law. This saving will be devoted to cover extraordinary disbursements of the Treasury. M. Kokovoff has retained the naval and other appropriations, against which the Douma fought strenuously throughout the last session.



Unknown to King Menelik The Sultan of Sulu or the Rajah of Swat But gracious! What a Business in America

EVACUATION OF CUBA

First Americans Troops to Leave Island on New Year's Day.

Havana, Dec. 27.—New Year's Day will witness the beginning of the evacuation of Cuba by the army of pacification, which has been in possession of the island since the beginning of the provisional government, October, 1906. The 1st Provisional Regiment of Marines, about nine hundred men, which will be the first troops to sail, are now concentrating from various posts at Camp Columbia. About half this regiment will leave Havana on January 1 on the cruiser Prairie, bound for Newport News. The Prairie will return about the middle of the month and embark the remainder.

Headquarters companies A, B, C and D, of the 28th Infantry, will embark on the transport Summer at Matanzas on December 31. From there the transport will go to Havana and embark Companies F, G and H, stationed at Guanajay, and Company E, stationed at Guines. The Summer also will sail from Havana on January 1 for Newport News, the ultimate station of these companies being Port Snelling.

From that time on the transports Summer and McCallan will be employed in the embarkation at intervals of the remainder of the army. Battery F, 3d Field Artillery, for the Washington Barracks, and the 15th Cavalry, now stationed at Cienfuegos, Pinaros and Santa Clara, destined for Forts Meyer and Sheridan, will sail from Havana on February 2. The Headquarters Army, the 11th Cavalry, now at Camp Columbia and Pinar del Rio, the Mountain Artillery and 5th Infantry, now at Cardenas, Sagua and Caibarien, for Plattsburg; the 11th Infantry, now at Santiago and Holguin, for Fort D. Russell, and part of the 17th Infantry, now at Camaguey, for Fort McPherson, will leave Havana about February 27 for Newport News. All of these troops will probably arrive in the inaugural parade at Washington.

This will leave only two companies of engineers and two battalions of the 17th Infantry, under Colonel Pitcher, which will remain at Camp Columbia. These troops will not embark until April 1, which will complete the evacuation.

The embarkation of the troops will be carried out with as little ceremony as possible, and it is probable that their departure will be attended with as little notice as marked their landing. The purpose in deferring the departure of a part of the 17th Infantry until April 1 has been the subject of conjecture, but it is believed that this was agreed on at a conference between Governor Magoon and President-elect Gomez. It is not thought to be a measure of precaution, for which not the slightest necessity is apparent, but it probably is for the purpose of keeping the barracks and quarters in good order until it is possible to turn over to the Cuban authorities a model camp for occupation by the new permanent army under command of General Pino Guerra, for which it is intended to form a nucleus with the present corps of Cuban artillery and the transfer of a thousand members of the rural guard to the regular forces.

Cubans, with the exception of a few who profess to fear that disorder will follow the evacuation of the island, are greatly pleased at the departure of the American forces, as marking the complete establishment of independence. All show the kindest feelings toward the troops. An evidence of this was given on Christmas Eve, when the Mayor of Manzanillo, the city authorities and hundreds of citizens escorted a battalion of marines to the steamer sailing for Havana, and cheered the departing troops. The American officers and men are rejoicing that they will soon be homeward bound after the long and tedious occupation. This feeling is marked among the men who have been garrisoned for more than two years the small posts throughout the interior.

AUSTRIAN ARMY READY.

Report of 155,000 Men Near Serbian Frontier—Typhus in Ranks.

London, Dec. 25.—A dispatch from Vienna to "The Daily Express" says that Austria-Hungary has a force of 155,000 men in Bosnia and Herzegovina, ready to invade Serbia at a moment's notice.

"The Daily Mail's" Belgrade correspondent says that typhus has broken out among the Austrian troops in Bosnia, and that the troops are suffering greatly from cold and exposure. Many deaths have occurred.

A dispatch from Cattinje, Montenegro, announces the departure of the War Minister and general staff on a tour of inspection of the Herzegovinian frontier.

AEROPLANE RACES AT BRESCIA.

Wright, Farman, Delagrangue and Elierist Will Take Part in the Contests.

Rome, Dec. 27.—Messrs. Wright, Farman, Delagrangue, Elierist and Esnault-Pelterie, the aeronauts, have promised to take part in the international races at Brescia in August, 1909.

CANADIANS MAY BUY RAILWAY.

Syndicate After the Chihuahua & Pacific and Greene's Timber Lands.

Mexico City, Dec. 27.—The syndicate of Canadians which owns the electric street railway and great electric power systems here is negotiating for the purchase of the Chihuahua & Pacific Railway, owned by Governor Enrique C. Creel and associated with the Sierra Madre Land and Lumber Company, of which Colonel W. C. Greene is at the head. Dr. F. S. Pearson, president of the Mexico Tramways Company, is conducting the negotiations on behalf of the Canadian syndicate. Several million dollars are involved.

VISION OF JOAN OF ARC TO POPE.

Rome, Dec. 27.—The "Italia" publishes a report, which has caused a sensation in ecclesiastical circles, that Joan of Arc appeared in a vision to the Pope and addressed to him words of encouragement, exhorting his holiness to continue his present policy, which she promised would shortly be crowned with triumph. It was while the Holy Father was in prayer and meditation in his oratory, immediately after the ceremony of reading the decree of beatification, that the apparition appeared. It was noticed that when the Pope came out of the oratory he was very pale and during several days maintained silence.

SEATS HIGHER FOR 'SALOME.'

The preparations for the production of "Salome" at the Manhattan Opera House, with Mary Garden in the title part, are going forward with all possible celerity. Mr. Hammerstein announced yesterday that he would be ready to give a special opening performance in the latter part of January on either a Tuesday or a Thursday night. The prices of seats will range from \$7.50 to \$10.

B. Altman & Co. HAVE NOW ON SALE ADVANCE STYLES IN FOULARD SILKS FOR SPRING, 1909 WHICH ARE ALSO ADAPTED FOR WEAR AT THE WINTER RESORTS. THE PATTERNS HAVE BEEN DESIGNED ESPECIALLY FOR THIS SEASON AND ARE SOLD EXCLUSIVELY BY B. ALTMAN & CO. 34th Street, 35th Street and 5th Avenue, New York.

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F. CHAUVENET'S Red Cap THE RED SPARKLING BURGUNDY OF FRANCE

involve a tariff preference for a foreign country against Great Britain; another was the entry into partnership with the mother land along cable, postal, steamship and other lines; still another, and a vital one, was the establishment of the British preferential tariff of 1875; a fourth was the acceptance of a place in the military system and strength of the empire by participation in the South African war; another growing out of these considerations, is the determination, which may be described as absolute, though dormant in expression, that under no condition of affairs can a country of the empire discriminate in tariff matters against other British countries in favor of a foreign one. Without this condition, of course, neither a tariff preference nor commercial union with the United States is in any form possible. Equally out of the question would be participation in the coming preferential tariff of Great Britain when the inevitable swing of the pendulum takes place and the British Conservatives are in office again. Toward this consummation the vast majority of Canadians are ready to hold out both hands.

These varied considerations probably indicate why Canada is indifferent to the question raised by J. J. Hill and others. They are certainly the elements which, in differing degrees, enter into the problem of Canadian-American relationship. To change the present policy of Canada would appear to mean the reversal of the principle that farmers can best advance their own interests by cultivating the home and British market; would entail the removal of those industrial prejudices in favor of tariff protection which have become powerful factors in our life, and of the conviction that reciprocity in manufactures means the swamping of Canadian industrial independence under the sweep of United States competition; would involve an impossible condition of fiscal hostility to the empty fiscal attachment to a foreign system, popular loss of a coming preference in Britain's mighty market; would mean serious loss and injury to the transcontinental systems of railway built or building for the carriage of Canada's trade east and west, and for the making of the Dominion a half-way house of British commerce around the world.

WOMAN, SAVED FROM FIRE, DIES.

Mrs. Alice Looker, who was rescued from the burning fathouse No. 122 West 17th street early last Thursday morning by Fireman Daniel Mullen, of Truck Company 28, who carried her down an eighty-foot extension ladder from a window of her apartment on the fifth floor, died in the Harlem Hospital last night from her burns. Mrs. Looker was a widow, forty years old. She was rescued from the burning fathouse under circumstances that reflected great credit on Fireman Mullen.

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