Freight Rates Discrimination

A Statement of the Coast Merchants In Reply to the C. P. R.

Text of Case Which Will Be Considered by the Railway Commission.

The following is a copy of the statement of the coast merchants now enroute to the Railway Commission, being the counter to the reply of the Canadian Pacific Railway Company relative to alleged freight rates discrimination:

Vancouver, B.C., Jan. 22nd, 1906.
To the Board of Railway Commissioners of Canada:

In the matter of the answer of the Canadian Pacific Railway Company to the complaint of the British Columbia coast cities regarding the discrimination in rates on that Company's lines, as between Vancouver and superior points as far east as Calgary on the main line, Macleod on the Crow's Nest branch and the Kootenay District, and the rates granted from Winnipeg to Calgary, Macleod, and points further west, including the Kootenay district.

The first two paragraphs of this answer are in the nature of a preamble and can be accepted as correct with the exception of the last clause of the second, wherein the respondents charge your complainers with trying to establish "that the respondents' rates were in themselves unreasonable by comparing them with the rates charged for similar distances in American territory;" this charge is reiterated several times in this answer. Your complainers have not tried to do this; the American lines were introduced because conditions were similar with them and they recognized and acted upon the principle of the dividing line.

It is immaterial to your complainers as to whether the discrimination is removed by lowering the east-bound rates or by raising the Winnipeg rates.

The respondents do not deny that the American lines recognize

The Dividing Line.

as established by your complainers.

Paragraph (3): Here the respondents state that if Vancouver possesses the natural geographical advantages claimed, it can only be in respect to the natural products of the Pacific Coast, commodities manufactured in that district, and traffic from the Orient. In Paragraph (7) by a schedule of rates it attempts to show that it does not destroy this advantage, in Paragraph (8) it states that it does not admit that there is any such advantage as claimed and in paragraphs (9) and (22) it denies the claim point blank.

The respondents' defence, we submit, does not bear out this denial, as witness Paragraph (6) where they state that Winnipeg shipments have borne the high cost of transportation from the place of origin to Winnipeg, this it terms an important oint to bear in mind: Paragraph (9) where this is reiterated; Paragraph (16) where they mention the low rates into Vancouver by water in comparison with the respondents' high overland rates from Montreal, etc., and Paragraph (19) where they admit that the coast cities by their geographical position enjoy the benefit of low transcontinental rates.

The respondents' own defence disproves their contention.

In the schedule of rates submitted in Paragraph (7) it is significant that the respondents cannot sustain their contention by comparing the rates out of Winnipeg with the coast rates, but take the rates from eastern Canada, a haul of over 2,000 miles against 640.

This interpolation is

Entirely Foreign To The Dispute.

and instead of establishing the respondents' case we submit that it proves that your complainers are right in their contention. This comparison of eastern rates is also introduced in Paragraphs (5), (6) and (8) and serves to show how hard up the respondents are for arguments to establish their defence.

In this schedule all the rates mentioned with the exception of lumber and shingles are lower from Winnipeg than they are from the coast, and it is not clear to your complainers how the respondents can haul lumber and shingles at lower rates, and all other rates require to be higher.

In the last clause of this Paragraph it is stated that the rates out of Winnipeg are the balances of the through rates, but, inasmuch as the bulk of the commodities mentioned by the respondents originate on the Pacific Coast and the Orient it is not clear to your complainers as to how the respondents can class such rates as the balances from points in Eastern Canada.

Your complainers submit in this connection that when goods are consigned to Vancouver, Winnipeg or any other place and are landed at their destination the contract is completed and henceforth they are Winnipeg or Coast goods and it is no business of the respondents whether they are re-shipped east, west, north or south or consumed locally, or whether they are brought to their first destination over the respondents' line or some other transportation company's.

In this connection we submit that it would be

A Manifest Injustice.

to charge a consignee located east of Winnipeg more than one located the same distance west, yet the east-bound charge would not be the balance of a through rate.

According to the respondents' contention, goods manufactured in Winnipeg should bear a higher rate than re-shipments, yet we find that the rate on paints and oils to Calgary (including cartage) to be L. C. L. $1.10 and C. L. 72c. against a rate from Vancouver of L. C. L. $1.34 and C. L. 91c. (excluding cartage) and to Nelson and common points in the Kootenay District the C. L. rate is 65c. (including cartage) against a rate from Vancouver of 85c. (exclusive of cartage). The distance from Winnipeg being in this case 1,104 miles and from Vancouver 563.

Paragraph (8) is mainly a repetition of the Eastern Canadian rates in comparison with the Coast rates, and has been dealt with previously.

In Paragraph (9) the respondents deny point blank that the Coast cities have any natural geographical advantage and that the traffic shipped from Winnipeg has already paid the cost of transportation from the point of origin but they lost sight of the fact that the traffic from Vancouver must also have paid the cost of transportation from the point of origin (with the exception of lumber and shingles) and if the cost is higher in the case of traffic from Winnipeg, it must be because the Coast has a natural geographical advantage, which the respondents try to destroy by their tariffs, but as traffic from both districts has to stand the original cost this argument cannot affect the issue.

We also submit that the original cost being greater in the one than in the other is not a good reason for the respondents to advance as a justification for charging different rates to the two localities for the same service and

Will Have No Weight With The Commission.

In the last two clauses of this Paragraph and also in the Paragraph (10) the respondents try to justify their rates by a statement which purports to be the cost of hauling freight on the Pacific division, for one month as compared with a similar distance on the prairie, but this statement has only an indirect bearing on the point they are trying to make, as it is not so much the cost of hauling on the Pacific division compared with a similar distance on the prairie that governs as it is the cost of hauling 640 miles from Vancouver to Calgary in comparison with the haul of 840 miles from Winnipeg to Calgary and the respondents are and have always been strangely silent regarding this.

We are naturally not in a position to question the statement submitted but by taking the hauls which govern, viz., the west-bound in the case of Winnipeg and the east-bound from the Coast with a percentage added to cover the greater mileage west-bound it will be seen that the discrepancy is not so great as the respondents would like to make out, and here it would not be out of place to point out that there are two errors in their statement and both of them are against your complainers' contention, viz., the average of the total costs in cents to haul 1,000 tons of freight one mile on the Pacific Division should be 232.37 instead of 236.37 and in showing the most favorable section on the Western Division against the most davorable on the Pacific Division,

Kamloops and North Bend.

should have been taken in place of North Bend and Vancouver.

SECTIONS.	Total cost in cents to haul 1,000 "Equivtons about "Gross" one mile.	Total cost in cents to haul 1,000 tons of "Freight" one mile.
East—		
Vancouver and N. Bend	53.11	110.00
North Bend and Kamloops	48.45	98.58
Kamloops and Revelstoke	55,26	111.20
Revelstoke and Field	117.10	227.80
Field and Laggan	180,90	338.80
Laggan and Calgary	33.54	66.14
Average	81.39	158.75
West—		
Swift Current and Medicine Hat	45.54	176.00
Med. Hat and Calgary	40.12	111.10
Add account difference in mileage	26.77	89.72
Average	56.22	188.41

Your complainers submit that this statement as to the cost of operations is wholly inadequate.

The respondents put forward as a reason for being allowed to charge higher rates from Vancouver to Calgary than from Winnipeg to Calgary that the cost of operation and maintenance is much greater in the one district than in the other.

If this argument is to have any weight with the commission it is submitted that the most ample proof should be produced by the respondents to substantiate the alleged claim.

It might be pointed out that according to actual conditions, it is

Impossible to Make Any Real Comparison

as to the comparative cost of operation in the different districts, arising from the fact that the respondents for purposes of their own encourage traffic from Winnipeg westward and discourage traffic from Vancouver eastward.

It is quite clear that where the traffic is light the cost of operation must necessarily be much greater in proportion than where the traffic is heavy.

In other portions of this answer it is pointed out how little the respondents themselves pay attention to this question of cost of operation in making its rates in connection with its railway generally, and to show the utter absurdity of the respondents' contention that this cost of operation has anything to do with the rates in question, we beg to refer the commission to the rates quoted in Tariff W. No. 284, applying from Calgary to stations on the Pacific and Western divisions where we find the following:

	Rates in Cents per 100 Lbs. Classes. Miles.	1.	2.	3.	4.	5.
Calgary to Revelstoke	263	64	55	45	37	33
Calgary to Crane Lake	263	89	74	59	44	40
Difference against the cheapest portion to operate		25	19	14	07	07

Paragraph (11)—The respondents here admit the correctness of our statement regarding the principle of the dividing line being in operation in the United States, but attempt to belittle its significance by the assertion that owing to the rates into and out of Spokane it is of no benefit to the american coast cities. No proof is advanced by them in support of their assertion, but the principle of the dividing line being recognized it follows that buyers in Butte and Helena, having the same freight from St. Paul, Minneapolis and the Pacific Coast cities will

Buy in the Most Favorable Market

and any goods which reach the Pacific Coast cheaper than St. Paul, etc., freight rates being equal, will be bought on the Pacific Coast, and the further west you come the balance will grow greater in favor of this district. In the last part of this paragraph they state that Spokane is 339 miles distant from Seattle, and Calgary 640 miles from Vancouver, and this statement, they say, can be verified by reference to the G. N. and N. P. tariffs, but they do not make clear what bearing this has on the issue, or why it should be verified.

Paragraph (12)—Here the respondents go out of their way to prove that their rates east bound are lower than the American rates for similar distances, but this can only be classed as an attempt to draw a red herring across the trail, as the complaint was not against the rates in themselves, but against the discrimination as between the Coast and Winnipeg, and, as stated before, it is immaterial as to how the discrimination is removed.

Paragraph (13)—Reference is herein made to the fact that the Canadian east bound rates are governed by the Canadian freight classification, and the American by the western classification, and that the Canadian is more favorable to the jobber, but, inasmuch as the Winnipeg rates are also governed by the Canadian, this fact cannot affect the issue.

Paragraph (15)—Refers to the difference in population in the territory served by the American railways and the respondents, but as it is not a question of the American rates against the respondents, this also

Does Not Affect the Issue

Here, although it is beside the question, we might point out that this difference offsets the advantages claimed for the Canadian classification, as it is manifest that it will be a comparatively easy task for the American jobber to make up a carload of any one commodity when he has such a large population to cater to.

Paragraph (16)—The respondents introduce the fact that they have to haul empty cars west to take care of east bound business as a reason for the discrimination, but we would point out that the American lines have to face the same conditions, yet they recognize the dividing line and get along without discrimination.

In this paragraph they also advance as a reason for the discrimination their great desire to protect the Eastern Canadian manufacturer from the competition of similar goods manufactured in Europe and landed by reason of Vancouver's natural geographical advantages at cheap rates by water, but in view of the respondents' treatment of the Eastern Canadian manufacturers in other directions, this clause can only be termed a play to the gallery. In this connection we would refer the commission to the complaint that was made by the associated boards at the same time that this case was laid before them, and which was also made by the Canadian Manufacturers' Association regarding the transcontinental rates from Eastern Canada and the United States to the Pacific Coast, wherein it was clearly shown that the respondents in their great desire to protect the Canadian manufacturer charged from 10c. to 20c. per 100 lbs. more on Canadian commodities shipped from Montreal and points west, and in the case of points east of Montreal, from 15c. to 30c. more than they charged on the same commodities when shipped by American manufacturers from adjacent territory.

We would also draw the commission's attention to the following

SCHEDULE of RATES: 6 .. 6 N..
granted by the respondents to the European manufacturer whom they wish to keep out of Vancouver, etc.:
T. C. F. B. West-bound Tariff No. 5-C., and C. P. R. Tariff C3-04.
in Cents per 100 Lbs.

	Europe to Vancouver L.C.L.	Europe to Vancouver C.L.	Montreal etc., to Vancouver L.C.L.	Montreal etc., to Vancouver C.L.	Dif. in favor Europe.
Bags and bagging	$ ..	$ .82	$ ..	$1.00	$ .18
Baskets	3.27	..	5.25	...	2.98
Biscuits	1.75	..	$2.85	...	1.10
Canned goods	..	.74	..	1.05	.31
Confectionery	2.18	..	2.43	...	.25
Drugs	1.42	1.20	2.15	1.60)	.73
				)	.40
Dry goods	2.62	..	3.25	...	.63
Earthenware	..	.85	..	1.15	.30
Oilcloth	..	.87	..	1.15	.28
Pickles	.95	.95	1.43	1.15)	.48
				)	.20
Preserves	.95	.95	1.93	1.20)	.98
				)	.10
Bar iron	..	.75	..	.80	.05
Iron pipe	..	.66	..	.75	.09

Now it is a fair presumption that the respondents are not losing money when hauling European goods at such low rates, and if they were really desirous of helping the Canadian manufacturers they would at least give them the same rates as are granted to their European competitors.

In Paragraph (18) the respondents state that they have not abandoned any position ever taken by them on this question, yet in the answer submitted to your board nothing appears about the double haul enjoyed by the respondents into and out of Winnipeg which along with the fact that to equalize the rates would call forth a vigorous protest from the jobbers were the only reasons advanced by the respondents when this question was first raised. The respondents have stated several times to your complainers that to grant our request would mean that in many cases it would result in the traffic moving from Vancouver, and out of which they would get a single haul, and to substitute this for the double haul into and out of Winnipeg would be a foolish proceeding on their part; this, we submit, is the real reason, and it supports instead of detracting from the justice of our cause. In this connection we beg to refer the commission to

Mr. McInnes' Letter

dated February 10, 1903, wherein he requested your complainers to place this issue before the board.

In paragraph (19) two things are admitted by the respondents, viz.: That the Coast has a natural geographical advantage, and that the discrimination complained of exists. Note in connection with the first the reference to the low transcontinental rates forced by water competition and in connection with the second the remark regarding placing the Coast cities on an equal footing as respects the markets of Alberta with Winnipeg.

They also, in this paragraph, proceed to say that to place the Coast cities on an equal footing as asked for would permit the Coast jobber to bring goods from Eastern Canada and re-ship them back to Calgary at an aggregate rate as low, if not lower, than the same goods could be hauled direct. This statement appears to be incorrect and misleading, as the Coast merchants are not aware of any commodities on which this could be done, and they have never asked for rates to permit them to do this.

Paragraphs (20) and (21) refer to the rates to the Kootenay district and Crow's Nest branch line, with the addition that to remove the discrimination would bring the Coast into conflict with Nelson, but we would point out that any complaint which Nelson may have, must apply with added force against Winnipeg as it is afforded preferential treatment into that territory, as pointed out in our original complaint; and here we might fairly point out to the commission that the respondents consider the cost of operation so much in making their rates that although the distance from Winnipeg to the Kootenay is twice as great as from Vancouver their commodity rates are in many cases lower. We beg to draw the commission's attention to one phrase of paragraph (16), which, if allowed, cannot but be disastrous to the interests of Canada as a whole, viz., that the respondents here arrogate to themselves the right to tax different parts of the community various rates for the same service; this carried to its logical conclusion means that railroads have the right to charge individuals, firms or industries different rates for the same service according as they see fit. In this case, by such treatment, the Coast merchant is prevented from getting his legitimate share of business, and thus the development of the Pacific Coast is retarded to suit the whim of a common carrier and the consumer in Alberta is forced to pay more in consequence. This claim is fundamentally opposed to the rights and liberties guaranteed by the constitution.

Therefore we submit that the respondents have not made good their defence.

All of which is respectfully submitted.

How Is Your Cold?

Every place you go you hear the same question asked.

Do you know that there is nothing so dangerous as a neglected cold?

Do you know that a neglected cold will turn into Chronic Bronchitis, Pneumonia, disgusting Catarrh and the most deadly of all, the "White Plague," Consumption.

Many a life history would read different if, on the first appearance of a cough, it had been remedied with

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This wonderful cough and cold medicine contains all those very pine principles which make the pine woods so valuable in the treatment of lung affections.

Combined with this are Wild Cherry Bark and the soothing, healing and expectorant properties of other pectoral herbs and barks.

For Coughs, Colds, Bronchitis, Pain in the Chest, Asthma, Croup, Whooping Cough, Hoarseness or any affection of the Throat or Lungs. You will find a sure cure in Dr. Wood's Norway Pine Syrup.

Mrs. C. N. Loomer, Berwick, N.S., writes: "I have used Dr. Wood's Norway Pine Syrup for coughs and colds, and have always found it to give instant relief. I also recommended it to one of my neighbors and she was more that pleased with the results."

Dr. Wood's Norway Pine Syrup 25 cts. per bottle at all dealers. Put up in yellow wrapper, and three pine trees the trade mark. Refuse substitutes. There is only one Norway Pine Syrup and that one is Dr. Wood's.

The Celebrated English Cocoa.

EPPS'S

An admirable food, with all its natural qualities intact. This excellent Cocoa maintains the system in robust health, and enables it to resist winter's extreme cold.

COCOA

The Most Nutritious and Economical.

BRITISH ELECTIONS.

London, Jan. 26.—Thomas Huggins, Irish Nationalist, who yesterday successfully contested North Galway against Col. John Philip Nolan, Irish Nationalist was found dead in bed at his hotel at Tuam today. The tragic occurrence is attributable to the excitement of yesterday's polling, acting on a weak heart. Mr. Huggins was one of the most militant Nationalists in the west of Ireland and had many conflicts with the police. He was imprisoned under the Crimes Act during Arthur J. Balfour's tenure of the chief secretaryship of Ireland.

Twenty-eight divisions are polling today. This practically marks the end of the elections, as less than a dozen scattered constituencies will then remain to poll.

Lionel Walter Rothschilds, Unionist, has been re-elected for the middle division of Buckinghamshire, though Rev. Silas Kitto Hocking, the novelist, gave him a good race, reducing the Unionist majority at the last contested election by one half.

The totals now are: Liberals, 351; Unionists, 149; Irish Nationalists, 81; Laborites, 49.

NEWS OF THE ROYAL CITY.

New Westminster, Jan. 26.—Five cities or municipalities made application today before Water Commissioner C. C. Fisher, for water records on Seymour Creek, North Vancouver. The applicants were: Vancouver City, North Vancouver, Burnaby, South Vancouver and Richmond. Two private parties also had applications in, making the total amount applied for over 11,000 miners inches or some 5,000 inches more than the normal summer flow of the creek. As, however, none of the applicants were ready to give evidence as to the actual volume of water flowing down the creek, normal and minimum, the commissioner adjourned the hearing till March 1st to enable this very necessary evidence to be obtained. In support of its application Vancouver stated that its per capata consumption was 100 gallons per day. The improvements now being made to service, which were necessary to render it efficient for immediate requirements would absorb the entire normal summer flow of the Capilano, (20,000,000 gallons per day) its present source of supply.

New Westminster has its water troubles too, the citizens having called upon the council to cancell an agreement entered into by the 1905 council and Ironside, Rannie and Campbell whereby the latter were given permission to cut the timber off the waterworks reserve of 11,000 acres of land surrounding Coquitlam lake, from which the city draws its supply. The contractors agreed to pay $20,000 for the timber but the citizens fear its removal will endanger the water supply and that the logging operations will contaminate the water. The citizens are also indignant with the council for keeping the existence of the agreement secret.

For brutally ill-treating a horse, Peter Thomas of Vancouver was yesterday sentenced to two months hard labor in addition to a fine of $10. As there have been several complaints of cruelty lately the magistrate stated that he was determined to make an example of any men brought before him on charges of this nature.

VENEZUELAN SITUATION.

President Loubet Has Decided on the Course to Be Pursued by France.

Paris, Jan. 26.—President Loubet presided today at a council of ministers at the Elysee Palace, in the course of which, it is said on good authority, a decision was reached relative to France's eventual action towards Venezuela. The measures to be taken have not yet been made known, but it is understood that the United States has been advised of France's course of action, which has been entirely approved at Washington. Referring to the Venezulan situation, the Journal des Debats today says: "France does not need to ask the permission of other powers in order to give a lesson to President Castro. Venezuela has insulted France, which ought to inflict punishment. This would be very easy without risking diplomatic or other complications. Our squadron has merely to force the entrance of La Guayra, Porto Cabello and Maracaibo, and the United States would probably intervene and then demand the settlement of the quarrel at The Hague, which would not be disagreeable to us after we have displayed our power. But we must absolutely affirm the principle of our rights and raise up the outraged French flag."

THE ROYAL LOVERS!

King Alfonso Travels to Meet His Fiancee.

San Sebastian, Spain, Jan. 25.—King Alfonso arrived here last night and will leave today for Biarriatz, where he will visit his fiancee, the Princess Ena of Battenburg. The Queen mother will arrive here Saturday and will receive a visit from Princess Henry of Battenburg on Sunday. On Monday she will return the visit of the Princess at Biarriatz, where a dinner will be given in her honor.

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DEAR SIR:—I am sending you another ad—I put one in 2 weeks ago for 50 pullets and could have sold them 5 times over to people from off the mainland and several other points.

I am Sir
Yours Truly
WM. HODGSON

Jan. 20, 1906

Address

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NOTICE is hereby given that, 60 days after date, I intend to apply to the Hon. Chief Commissioner of Lands and Works for permission to purchase the following described land, situated in the Skeena River District, near Hazelton: Commencing at a post marked "G. M. S., N.E. Corner," planted at the Southeast corner post of Lot No. 501, thence running west 40 chains along the south boundary of Lot No. 501, thence south 80 chains, thence east about 80 chains to the banks of the Skeena River, thence following up the right bank of Skeena River to point of commencement, and containing 320 acres more or less.

G. M. SWAN, Locator.

Dated at Hazelton, B. C., December 8, 1905. d27

Notice is hereby given that sixty (60) days after date, I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described lands situated near Kitseguedla Pass on the left bank of the Bulkley River, in Range Five (V.), Coast District, British Columbia, viz: Starting from a post marked "V. B. S. W." placed on the north boundary of Lot Three Hundred and Fifty-six (356), Range Five (V.), Coast District, and thence astronomically north forty (40) chains, thence astronomically east forty (40) chains to west boundary of Lot Three Hundred and Fifty-five (355), Range Five (5) Coast District, thence astronomically south forty (40) chains, and thence astronomically west to point of commencement.

V. BANISTER.

Dated October 30, 1905.

Notice is hereby given that sixty (60) days after date, I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described land, situated on the right bank of Bulkley River about a mile above the Morrice River, in Range Five (V.), Coast District, British Columbia, viz: Starting from a post marked "H. W. T. S. E.," and thence astronomically north 17.40 chains to the southeast post of Lot 346, Range V., Coast District, thence astronomically west 40 chains, thence astronomically south 1.51 chains to the right bank of the Bulkeley River, thence along said bank southeasterly to the northwest post of lot 628, Range V., Coast District, and thence astronomically east to the point of commencement.

H. W. TREFUSIS.

Dated October 13, 1905.

Notice is hereby given that sixty (60) days after date, I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described lands situated at the north end of Pleasant Valley on the right bank of the Bulkley River in Range Five (V.), Coast District, British Columbia, viz: Starting from a post placed at the southeast corner of Lot Three Hundred and Forty-five (345), Range Five (V.), Coast District, marked "M. B. S. W.," and thence astronomically north eighty (80) chains, and thence astronomically east forty (40) chains, thence astronomically south eighty (80) chains, and thence astronomically west to point of commencement.

MORTON RAMSDELL.

Dated October 14, 1905.

NOTICE IS HEREBY GIVEN that, sixty (60) days after date, I intend to make application to the Chief Commissioner of Lands and Works for permission to purchase the following described piece of land, situate on the west bank of the Skeena River, about half a mile above Copper River: Commencing at a post marked "B. J. Perry's Northwest Corner," thence south 40 chains, thence east 80 chains, thence north 40 chains, more or less, to the Skeena River, thence West 80 chains along the Skeena River to point of commencement.

B. J. PERRY.
F. M. Dockrill, Agent.

Dated at Skeena Canyon, December 28, 1905. ja17

Wash greasy dishes, pots or pans with Lever's Dry Soap a powder. It will remove the grease with the greatest ease. 36

NOTICE is hereby given that, 60 days after date, I intend to apply to the Hon. Chief Commissioner of Lands and Works for permission to purchase the following described land, situated in the Skeena River District, near Hazelton: Commencing at a post marked "F. M. D., N.E. Corner," planted on the right bank of the Skeena River, one mile below the South-east corner post of Lot No. 501, thence running west 80 chains, thence south 80 chains, thence east about 80 chains to the bank of Skeena River, thence following up the right bank of the Skeena River to point of commencement, and containing 640 acres more or less.

F. M. DOCKRILL, Locator,
M. M. Swan, agent.

Dated at Hazelton, B. C., December 8, 1905. d27

NOTICE is hereby given that, 30 days after date, I intend applying to the Chief Commissioner of Lands and Works for a license to cut and carry away timber from the following described lands situated in Renfrew District:

CLAIM No. 1.—Commencing at a stake planted on the S. E. Corner of Lot 78, thence North 40 chains, thence West 80 chains, thence North 40 chains, thence East 120 chains, thence South 80 chains, thence West 40 chains to point of commencement.

CLAIM No. 2.—Commencing at the N. W. Corner of Claim No. 1, thence North 80 chains, thence East 80 chains, thence South 80 chains, thence West 80 chains, to point of commencement.

CLAIM No. 3.—Commencing at the S. E. Corner of Claim No. 2, thence North 80 chains, thence East 80 chains, thence South 80 chains, thence West 80 chains, to point of commencement.

CLAIM No. 4.—Commencing at the N. E. Corner of Claim No. 1, running East 140 chains, thence South along the E. & N. boundary line to the North boundary line of Lot 86, thence West about 60 chains to the East boundary of Lot 84, thence North 20 chains, thence West 40 chains, thence South 40 chains, thence West 60 chains, thence North 60 hains to point of commencement.

Victoria, B. C., January 4, 1906.
ja4 J. A. SAYWARD.

Notice is hereby given that sixty (60) days after date, I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described lands situated near Kitseguedla Pass on the left bank of the Bulkley River in Range Five (V.), Coast District, British oClumbia, viz: Starting from a post marked "J. B. G. S. E.," and thence astronomically north forty (40) chains, thence astronomically west twenty (20) chains to the northeast corner of Lot Three Hundred and Fifty-five (355), Range Five (V.), Coast District, thence astronomically south forty (40) chains, and thence astronomically east to point of commencement.

J. B. GREEN.

Dated, October 30, 1905.

Notice is hereby given that sixty (60) days after date, I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described land known as Lot Two Hundred and Ninety-one (291), Range Five (5), Coast District, British Columbia, viz: Starting from a post marked "D. W. K. S. W." placed at the southwest corner of said lot, and thence astronomically north forty (40) chains, thence astronomically south forty (40) chains, and thence astronomically west to point of commencement.

D. W. KELLS,
By His Agent, J. H. Gray.

Dated October 14, 1905.

Notice is hereby given that thirty (30) days after date, I intend to apply to the Chief Commissioner of Lands and Works for permission to lease for grazing purposes, the following described lands situated in Pleasant Valley, Bulkley River, in Range Five (V.), Coast District, British Columbia, viz: Starting from a post marked "W. D. F. N. E.," and thence astronomically west eighty (80) chains, thence astronomically south forty (40) chains, thence astronomically east eighty (80) chains, and thence astronomically north to point of commencement.

W. D. FRASER.

Dated October 6, 1905.

NOTICE is hereby given, that 30 days after date I intend applying to the Chief Commissioner of Lands and Works, for a license to cut and carry away timber from the following described lands, situated in Renfrew District.

Claim No. 4.—Commencing at the North-east corner of Claim No. 1, thence East 100 chains, thence South 60 chains more or less to the Northeast corner of section No. 91, thence West 100 chains, thence North 60 chains to point of commencement.

Claim No. 5.—Commencing at the North-east corner of Claim No. 2, thence North 45 chains, thence East 80 chains to the E. & N. Boundary, thence Southeasterly direction along E. & N. Boundary line about 155 chains, thence West 60 chains, thence North 45 chains, thence West 40 chains, thence North 35 chains, thence West 80 chains to point of commencement.

Claim No. 6.—Commencing at the North-east corner of Lot No. 5, thence West 40 chains, thence North 40 chains, thence East 120 chains, thence South 60 chains, thence West 80 chains, thence North 20 chains to point of commencement.

Claim No. 7. Commencing at the North east corner of Lot No. 7, thence East 100 chains, thence South 100 chains, thence West 40 chains, thence North 60 chains, thence West 60 chains, thence North 40 chains to point of commencement.

Claim No. 8.—Commencing at the South-east corner of Claim No. 7, thence North 80 chains, thence East 100 chains, thence South 40 chains, thence West 40 chains, thence West 40 chains, thence North 40 chains, thence West 60 chains, to point of commencement.

Claim No. 9.—Commencing at the North-east corner of Claim No. 2, thence North 45 chains, thence East 80 chains to the E & N. Boundary, thence in a Northwesterly direction about 53 chains along the E. & N. Boundary, thence West 85 chains, thence South 90 chains, thence East 40 chains to point of commencement.

Claim No. 10.—Commencing at the North-east corner of Claim No. 4, thence East about 35 chains to the E. & N. Boundary line, thence Southeast, about 97 chains along said Boundary line to the Southeast corner of Lot 86, thence West 92 chains to Section 91, thence North about 80 chains, to point of commencement.

Victoria, Jan. 8, 1906. J. A. SAYWARD. j9.

NOTICE is hereby given that sixty days after date, I intend to apply to the Hon. the Chief Commissioner of Lands and Works for permission to purchase the following described land: Commencing at a post planted (and marked A. E. P., N. E. C. P.) at the Northwest corner of Kitwangar Reserve (Indian), on the left bank of the Skeena River, adjoining post marked J. B. Line, thence West 80 chains, thence South 40 chains, thence East 80 chains, thence North 40 chains, to point of commencement.

(Signed) ALFRED E. PRICE.

Dated 8th December, 1905. d9

NOTICE IS HEREBY GIVEN that, 60 days after date, I intend to apply to the Hon. Chief Commissioner of Lands and Works for permission to purchase the following described land, situate at "Columbia Point," Maple Bay, Portland Canal, B. C.: Commencing at my No. 1 Post, marked J. M. C.'s N. E. Corner, thence running 40 chains south, thence 40 chains west, thence 40 chains north following along shore line to point of commencement, containing 160 acres more or less.

Dated Portland, Canal, B. C., December 27, 1905.

ja14 (Sd.) J. MAXWELL COLLISON.

NOTICE IS HEREBY GIVEN that, sixty days after date, I intend to apply to the Hon. the Chief Commissioner of Lands and Works for permission to purchase the following described land:

Beginning at a post planted on the Left Bank of the Skeena River about 3½ miles from Kitwangar (adjoining a Post marked "H. Draper's N.E. C. Post), marked "E. P. N.W. C. Post," thence East (40) Forty Chains, thence North to Bank of the River, thence following Bank of River to point of commencement, and containing two hundred acres more or less.

(Signed) ELIZABETH PRICE.

Dated December 8, 1905. ja17

CERTIFICATE OF THE REGISTRATION OF AN EXTRA-PROVINCIAL COMPANY.

"Companies Act, 1897."

I HEREBY CERTIFY that "The Atlin Consolidated Mining Company" has this day been registered as an Extra-Provincial Company under the "Companies Act, 1897," to carry out or effect all or any of the objects of the Company to which the legislative authority of the Legislature of British Columbia extends.

The head office of the Company is situate at 305 to 311 Boston building, Denver, in the State of Colorado.

The amount of the capital of the Company is Five hundred thousand dollars, divided into One hundred and fifty thousand shares preferred stock, and three hundred and fifty thousand shares common stock, all one dollar each.

The head office of the Company in this Province is situated at Langley Chambers, Bastion Street, in the City of Victoria, and Alexander Scott Innes, Barrister-at-Law, whose address is the same, is the attorney for the Company, not empowered to issue and transfer stock.

The time of the existence of the Company is twenty years from the sixth day of November, 1905.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 27th day of December, one thousand nine hundred and five.

[L.S.] S. Y. WOOTTON,
Registrar of Joint Stock Companies.

The objects for which this Company has been incorporated and registered are:

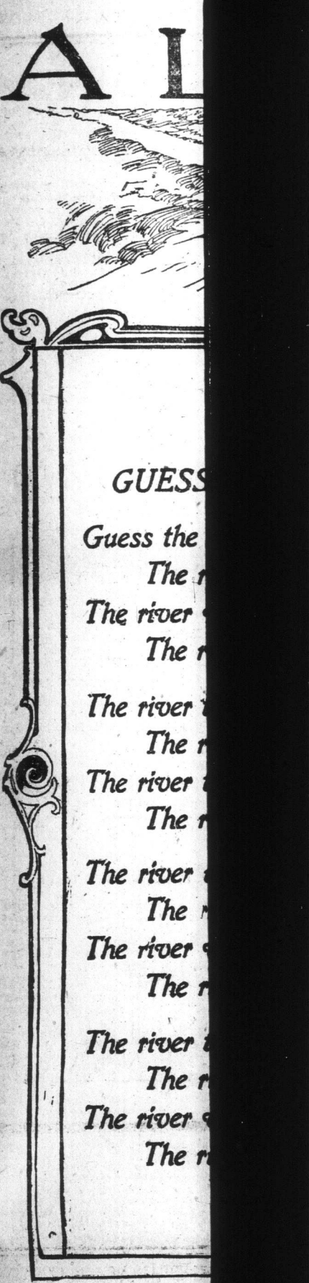
(a.) To acquire by purchase, lease or otherwise, and to mine and operate mines, placer mines, mining lands, claims and properties; also mills, smelters, and processes for the treatment of ores and metals mined and extracted therefrom, together with mill sites, tram ways, dredges, steam shovels and other machinery and equipment for the mining and transportation of metal-bearing rock and ground, and the treatment thereof for the extraction of said metal; power plants, water rights and privileges, and all other properties, easements and facilities incident to the full and ample enjoyment and operation thereof.

(b.) To buy, sell, lease, and generally to deal in mining properties, placer mines, and in rights and interests in mines, mining claims, lands and properties, mills, smelters and processes for the treatment of ores and metals, mill sites, tramways, power plants, water rights and privileges, machinery, steam shovels and equipments, and all other properties, easements and facilities incident to the business of mining, milling, smelting or other treatment of ores and metals.

(c.) To do any and every act and thing requisite, proper or expedient in the doing and carrying out of all and of any of the objects and purposes above enumerated or incident thereto:

(d.) Said Company is created for the purpose of carrying on its business, in part, beyond the territorial limits of the State of Colorado, and partly within the Territory of Alaska and the Province of British Columbia, Dominion of Canada, subject to the laws in force at the place or places where such business may be transacted; and all or any contracts which said Company is entitled to make, enter into and execute, which shall come within the purview of the objects and purposes of its creation and organization as hereinbefore stated, or as incidental thereto, may be by it made, entered into and executed either within or without, or partly within and partly without, the State of Colorado, and in either such event the same shall be of binding force and validity. d30

NOTICE is hereby given that, 30 days after date, I intend applying to the Chief Commissioner of Lands and Works for a license to cut and carry away timber from the following described lands situated in New Westminster District: Commencing at a stake planted 1 mile from the mouth of Salmon Arm, Seechelt Inlet, north shore, New Westminster District, thence north 80 chains, west 80 chains, south 80 chains, east 80 chains to point of commencement.

H. WHITAKER,
Seechelt, B. C.

January 10, 1906. ja11