

Overcoats, Macintoshes, Winter Suits

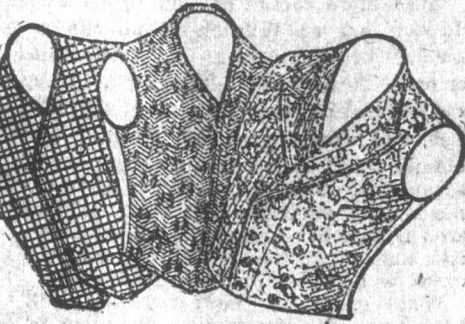
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CLOTHIERS, HATTERS AND OUTFITTERS,

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"RAGLAN" WATERPROOFS AND ENGLISH "COVERT" COATS.

Strangling Business

Discrimination Against British Columbia Shipping Interests and Its Consequences.

Interview With an Officer of the Marine and Fisheries Department.

Mr. W. W. Stumbles, of the marine and fisheries department, Ottawa, was interviewed by a Times representative on the subject of his examination into pilotage and shipping matters generally. He was asked if he had any objection to furnishing information that would interest the readers of this journal and shipping men in particular.

"There is one subject," he said "and that is the discrimination against British Columbia ports by foreign vessel owners and even by owners of vessels in Australia and Great Britain, to which I might refer.

"The department of marine and fisheries has many branches of work, the principal being the lighthouse service and other aids to navigation, and fisheries. In addition to these important branches the Minister of Marine and Fisheries must give consideration to reports which by law are made annually to him by pilotage authorities, harbor commissioners, harbor masters, shipping masters, port wardens and reports and accounts relating to medical attendance and maintenance of sick and distressed mariners.

"The reports contain financial statements of what all called port charges on shipping. This involves the special examination of accounts and books of the pilotage authorities and officials referred to and also the consideration of the larger question of the effect of these charges on shipping.

"I found in the course of my examination that an unfair and unreasonable discrimination is made by ship owners abroad against British Columbia ports in favor of Puget Sound and other American ports on the Pacific coast. Vessel owners in San Francisco, South America, Australia, and even Great Britain charge 1s. 3d. sterling, or 30 cents per 1,000 feet extra on lumber loaded in British Columbia, and 25 cents per ton extra on coal. For instance, in the charter party of a vessel from these countries or elsewhere, it is optional as to the port of loading on the Pacific coast, in many cases, it is stipulated that 1s. 3d. sterling extra per 1,000 feet shall be charged if the vessel is loaded in British Columbia, but if chartered to load in this province it is generally stipulated that a reduction of one shilling and threepence will be made if a vessel should go to a Puget Sound port. In the case of steamers carrying coal to San Francisco, 25 cents more per ton is charged by vessel owners or agents, and a similar extra charge is sometimes made when salmon is the cargo.

"The extra charge for freight is intended to cover alleged greater cost of loading, pilotage, stowage and ship's stores. The worst feature of the whole matter is that in the case of some vessels which have loaded in British Columbia and the charterers have paid the extra freight to cover what is erroneously considered extra cost of loading here, these vessels in many cases are taken by their captains to purchase supplies in Port Angeles or some other American port. It is not infrequent for supplies to be sent from San Francisco by tug and placed on board at Port Angeles. I was informed that three vessels that loaded with lumber in Chehalis were last week receiving their supplies at Port Angeles, which in all probability would amount to \$3,000 or \$4,000.

"If, for purposes of comparison, we take the charges in Puget Sound ports we find that the charges in all British Columbia ports are actually less than in the American ports. Pilotage is controlled by three pilotage authorities here, that is Victoria, Yale and New Westminster including Vancouver, and Nanaimo. Of course the pilotage charges are higher in some of these districts than others, but all are lower than the pilotage usually charged in American waters. The pilotage is optional on the American side and compulsory on our side. There are exceptions, however, where vessels are not spoken in any of the districts and Royal Roads are entirely free. The Nanaimo pilotage is \$2 per foot draught where a pilot is employed for all vessels in tow of a steamer and for steam vessels. If the services of a pilot are declined \$1 per foot is then charged and payable. The Yale and New Westminster charges are \$4 per foot under sail; \$2 in tow of a steamer, and \$1.50 for vessels under steam. There are higher rates of pilotage in connection with this district, as when vessels require pilots at Cape Flattery, Callum Bay, Beachy Head and Royal Roads, but the pilotage is not compulsory; it is only

when vessels enter and clear from the port of Vancouver or New Westminster that pilotage is compulsory. The Victoria pilotage charges are \$3 per foot under sail, \$2 for vessels in tow, and \$1.50 for steamers. If vessels, when spoken, decline the services of a pilot, half pilotage only is demanded. Compulsory payment of pilotage dues is not chargeable against vessels while in Royal Roads.

"The charge for piloting a vessel from Victoria to Seattle by American pilots is from \$100 to \$125, and higher from Vancouver, according to size. In San Francisco the charge is \$5 per foot draught and 4 cents per registered tonnage. The pilotage from Flattery to the Sound ports is not fixed, but is by agreement.

"The harbor masters' dues in Canada are paid twice a year, and do not exceed \$5 on the largest vessels. Sick mariners' dues are 2 cents per ton, paid on entering only and three times a year, for this charge on vessels entering our ports any number of the crew if sick receive medical attendance, and if sent to hospital, maintenance and medical attendance. No other country in the world provides such liberal treatment for sick sailors.

"The only other charge or tax on vessels entering our ports is for entrance and clearance, and these are light. "Tonnage is about the same as to American ports in the Sound, but much less than Portland, where the rates are from \$500 to \$800, according to tonnage of the vessel.

"Leaving aside the question of tonnage, we see that the Canadian tax on a ship of 24 feet draught, bound to, say Nanaimo or Chemainus, would be \$96 pilotage inwards and outwards if full pilotage is paid, or half that sum if a vessel declines the services of a pilot; \$5 harbor dues, and 2 cents a ton sick mariners' dues three times a year.

"On the American side the pilotage would be at least nearly double, tonnage dues 15 cents per ton, payable in five payments of 3 cents per ton on the net tonnage of the vessel, and 6 cents per ton on cargo on entering. Stowage charges are no higher in British Columbia as a general thing, being \$1.10 per M board measure.

"With regard to provisioning vessels, a comparison of accounts of stores purchased here and in San Francisco shows that staple articles such as flour, mill, coffee, sugar, ham, lard, jams, milk, butter and tea can be purchased at less cost in Victoria than in San Francisco.

"I see no reason for the unfair discrimination and hope that the facts which I have given may be made use of to remove the false impression which exists in countries that require your products but have hitherto discriminated in favor of the United States ports in the matter of freights. Circulars have been sent, I was told, from Sound ports to Australia containing erroneous statements respecting charges in British Columbia ports.

"I also assure you that the Minister of Marine and Fisheries takes great interest in the welfare of your province, as you may assume by having sent an officer specially to look into the subject we have talked about, and kindred subjects. Dry dock would be the members from Victoria who would help to strengthen the hands of the Premier.

George Powell was the next speaker, and after apologizing for the non-appearance of Messrs. Elley and Drury, who were both indisposed, he took up the important issue of the campaign, and ship set forth the many good points made by the Liberal party, dealing first with the matter of expenditures, which were handled in a misleading way by Col. Prior, explaining in a manner that convinced his hearers that the so-called increase in expenditure was due to perfectly natural causes, such as building up the Yukon country, deepening the canals, putting the Intercolonial railway on a paying basis, and many other matters. Then he went to the Crow's Nest Pass railway, saying that Col. Prior was not mentioning that railway, as he happened to have something like \$50,000 stock in that company. This was a matter of record in the courts. The speaker then went on to show what the Liberal government had done in regard to this road. The many good things done for shipping men by the Liberal government were then explained, and the building of the Yukon telegraph line was discussed. Then the statements made by Mr. Earle in regard to the building of that line were taken up, and the true state of affairs placed before the audience. He followed up with a discussion of Yukon affairs, and dealt with the charges that had been made in regard to their conduct, and then showed that no specific charges were made. He touched upon a number of other matters which he had dealt with at previous meetings, presented them in his usual effective way, and closed with an appeal to his hearers to cast their votes for the Liberal candidates. (Applause.)

Mr. Henderson was received with applause, and said that he felt confident that his hearers were willing to hear the issues discussed on both sides and then form their own conclusions as to which side to support. In 1893 the issue was, on the part of the Liberals, a tariff for revenue only—practically free trade. The National Policy of the Conservative government meant protection. In opposition to this policy the Liberal party claimed that it was not doing what it should do, and Sir John A. Macdonald admitted himself that the National Policy was framed in the interests of manufacturers. At the time the policy was inaugurated Dalton McGowan and other politicians of note thought the theory of protection was wrong. In 1899 Mr. McCarthy arose in the

The Farmers Like Laurier

The Residents of Cedar Hill Well Pleased With a Liberal Administration.

Good Speeches by Dr. Hall, Geo. Powell and Alexander Henderson.

At Cedar Hill on Saturday evening a well attended meeting of the electors was addressed by Dr. Hall, George Powell and Alex. Henderson, ex-attorney-general, who spoke in favor of the Liberal party. The addresses were attentively listened to and the meeting was clearly a Liberal one.

D. L. McRae was chosen chairman, and said that he would not take up any time in preliminaries, but he wished to impress upon the gentlemen who were to address them that the Chinese question was one of interest and that it should be discussed. There had been two meetings held here, but in neither case was the Chinese question touched upon. Dr. Lewis Hall was then introduced as the first speaker.

Dr. Hall referred to the four candidates, and then went on to show what Col. Prior and Mr. Earle had not done along the lines of railway legislation, particularly with reference to the Yukon-Teslin route, with which the Times readers are well familiar. The Liberal party had kept all its pledges and had also done things that they had not promised to do. There were two important requirements here, and they were the mint and the extension of the E. & N. railway. The speaker then went on to explain the advantages that would accrue from the carrying out of these projects. He was not a prophet nor the son of a prophet, but he felt safe in prophesying that on the 7th of November the Liberal party would be returned by an increased majority. He then took up the question of binding issue, and explained the attitude of the government on this article. It was brought in free of duty and the only reason that the price went up was on account of the scarcity of the raw material. He then took up the preferential tariff, dealing with the statements of Oskell & Morison and W. J. Pendray. The former firm told a Colonist reporter that the preferential tariff interfered with the shipping of fruit to the Old Country. He was surprised that the Colonist should publish such a statement, when everybody knows that England was a free country and the preferential tariff had no effect whatever on anything going there. A few days ago the Colonist had said that the speaker accused Mr. Pendray of not knowing anything about the soap business. He had never made such an assertion, for it was plain to everyone from the successful way in which he had got along in the matter of freights. Circulars have been sent, I was told, from Sound ports to Australia containing erroneous statements respecting charges in British Columbia ports.

"I also assure you that the Minister of Marine and Fisheries takes great interest in the welfare of your province, as you may assume by having sent an officer specially to look into the subject we have talked about, and kindred subjects. Dry dock would be the members from Victoria who would help to strengthen the hands of the Premier.

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House and said it was time that the tariff was done away with, as the consumer had been paying the tax long enough and now the manufacturers should pay it for awhile. At that time the Conservatives told you that the trade of the country had increased \$60,000,000 in 18 years, and gave this as a reason why the party should be returned to power. The Liberal party said that if a tariff for revenue only were introduced the trade would increase and the duties collected would increase. The Liberal party was returned to power, and in four years of their rule the trade of the country had increased \$142,000,000. The trade which had increased so rapidly was not due altogether to general prosperity.

The Laurier government was entitled to great credit for having made a preferential arrangement with the Mother Country. The Conservatives had worked on the matter for years and had never accomplished anything. Some of the Conservatives say that the preferential tariff was of no benefit to England, while others were opposed to it on the ground that it was giving something for nothing. The consumer always paid the duty, and the consumer in this case benefited by the preferential tariff.

England showed her appreciation of Canada's action in passing the preferential tariff by buying her goods, and she then went on to show the vast difference between the amount of goods purchased in England in 1896 and in 1900, and gave many other reasons why the preferential act was a good thing for Canada as well as for the Mother Country.

When the Liberals went into power they promised to develop the latent energies of the country, and to a great extent they had done so.

The increased expenditure was placed before the audience in such a clear way that it could be readily comprehended. True, the debt had been increased \$7,000,000 in four years. But going back a little further, he drew attention to the expenditure under Conservative rule. In 1893 the debt was \$24,000,000, and in 1897 it was \$28,000,000, an increase of \$4,000,000 in four years, as compared with an increase of \$7,000,000 during four years of Liberal rule.

The sweating system was discussed and its evils shown up as compared with the system inaugurated by Mr. Muck. The Conservative government was asked to investigate the indignities system by a delegation from the Trades and Labor Council, but a deaf ear was turned towards the delegation.

Taking up the Chinese question, he said it was one that was not thoroughly understood except in British Columbia. Both Liberals and Conservatives. In the East failed to understand the question. If they understood it, then we do not. It is not a political question in the East. It is primarily one affecting the workmen, and when the question is brought home to the House and thoroughly argued the best results were to be expected from the Liberal party. The question is one that is of great importance. There is not a public man in British Columbia who would favor unrestricted Chinese immigration. The only way to dispose of the matter was to legislate in a legal way, and educate the people of the East until they could see the question in its proper light. Within a reasonable time the tax would be increased, and in time it would be made prohibitive.

He next explained the alleged delay in sending the Canadian contingent to the front, and showed that under the circumstances it would have been impossible for Sir Wilfrid Laurier to act more promptly than he had done. It was wrong for one Canadian to accuse another of being disloyal, and the question of race should not be raised.

Mr. Henderson concluded with an appeal to the electors to support the Liberal candidates, and, after moving a vote of thanks to the chairman, the meeting adjourned.

The last of the plague sufferers at Glasgow was dismissed from the hospital on Saturday.

ABSOLUTE SECURITY. Genuine Carter's Little Liver Pills.

Must Bear Signature of *Dr. Carter*
See Pa-Simple Wrapper Below.

FOR HEADACHE. FOR DIZZINESS. FOR TORPID LIVER. FOR CONSTIPATION. FOR SALLOW SKIN. FOR THE COMPLEXION.

CURE SICK HEADACHE.

and not the promoters. He might say, however, that the officials of the V. & N. had no connection whatever with it. A more drastic agreement could not be admitted. He read the forfeit clauses and indicated his statement.

of the company faced the road would be to the holders, and they must consent to it. The road fell directly under the provisions of the Dominion railway act.

It had been charged that in the beginning, he had claimed that the Great Northern was building the road. There was no stenographic report of that address although the newspaper reports he had made were fairly accurate. He had stated that the Great Northern would build or operate the road. But some in the sense that it was interested in the result of the undertaking. They had also granted a traffic arrangement.

If the people of Victoria insisted on the shadow and lost the substance it was no his fault.

He complained that he had not been treated with fairness. He had played with all his cards on the table. He went back nothing. He insisted on the fullest discussion. If any gentleman thought he was misrepresenting therefore, he might have come to him and asked him about the matter. Instead, advantage was taken of his absence from the city to sneak a telegram to St. Paul not to stop the information, but to obtain a road back to get the tide of popularity sweeping over the city in favor of the scheme. (Loud applause.)

That, however, was past. As an elector of Victoria he hoped the good sense and intelligence of the citizens would insure a majority for the by-law. It would be the first step towards

Victoria's Commercial Superiority.

Once the feasibility of a car ferry to the Mainland was demonstrated the government must improve the harbor and make it fit to handle trans-Pacific trade.

The city must take one step at a time. It must take advantage of the circumstances surrounding it. He concluded that it would be a matter of unending regret if the scheme was overthrown to satisfy the prejudices or please the whim of a few people who could not see eye to eye with the promoters in everything.

F. S. BARNARD.

F. S. Barnard expressed reluctance at appearing on the platform. He felt impelled to appear at the solicitation of ratepayers. He appeared with diffidence at being compelled to follow a man of Mr. Bodwell's ability and prestige at the head of his profession. He was not a muckraker nor a pessimist. He was not jealous of seeing any one else's prosperity.

His career, he thought, disapproved such a charge. He was not appearing either for the C. P. R. or C. P. N. The speaker, continuing, said he did not think Mr. Bodwell had talked business. He has given rein to sentiment. If this involved Victoria as the terminus of a transcontinental road \$50,000 was not too much to pay. (Hear, hear.) The ratepayers would not object to extra taxation if a benefit was to be secured.

There was an interest which he believed was a good one. But he didn't think such a service would help Victoria in the smallest extent. The Victoria & Sidney had been promoted by the same delusive arguments.

Port Townsend was an unhappy experience of an ill-advised attempt to accomplish the same results. Ancootes today had the C. P. R., the Great Northern and the Northern Pacific in a better way than Victoria, besides a magnificent harbor. To day it was dealer than Port Townsend.

route. According to railway statistics, it would cost the Great Northern for freight when it reached Everett 22 cents a ton. That same freight could not be transferred to a steamer for less than 50 cents a ton. The figures published by the Interstate Chamber of Commerce showed that after deducting all charges the cost of handling freight was 47 of one per cent. a mile. On the mileage from Everett to Victoria this amounted to exactly 22 cents a ton for the whole distance.

There was no way traffic on an Everett-Victoria route, while by the other there was way freight for almost every mile of the way.

Why did not the C. P. R. land cars in Victoria? They don't do it. He understood that there was a tentative understanding that no cars were to be brought nearer to Victoria than Duncan. It was not the desire of the C. P. R. to land in Victoria. Victoria was

The Only Place on Vancouver Island with the exception of Alberni that does not receive more or less freight in cars from the C. P. R.

At Comox they could see cars from Comox on the continent.

Mr. Barnard—They come there for coal.

Mr. Lugin—Thanks for the suggestion. They come to Comox for coal. They come to Shawigan for lumber, and if they come to Victoria they will come for something, and Mr. Barnard showed conclusively what that something would be.

It had been said that the Great Northern was not building the road. Why would they? The Seattle-Liverpool line was not built by the Great Northern, and is not to-day owned by that line, because under its charter from the state of Minnesota it could not build it.

Referring to the rich land which the road would traverse, he said the Fraser valley would support one million people, and surely it was worth something to be put into connection with such a district.

He quoted a remark made to him by Wm. Mackenzie that Victoria should spare no pains to extend the E. & N. to the north end of the island, for it meant more to Victoria than its people could ever imagine. (Applause.)

If the C. P. R. did this it would not be an act of hostility to Victoria. It would be simply business. Victoria also wanted to look at the matter from a business point and open connection with the south.

Concluding, he said this railway would be Practically the Terminus of a transcontinental road. It certainly would be extended to the outer wharf. Mr. Barnard had asked them to shut their eyes to the fact that it was a transcontinental road the minute it reached Victoria.

REEVE LADNER.

Reeve Ladner, of the Mainland, was greeted with applause. He said his people were unanimously in favor of the scheme. They lived in the land of Goshen—a land flowing with milk and honey. (Laughter and applause.) He believed if the road was built it would be extended to Chilliwack, Similkameen and Kootenay. It would astonish everybody.

If built Victoria would flourish and they would never regret their action.

He remembered the day when he never expected to ride through the Fraser canyon on a railway. Yet he had done so, and he hoped to be able yet to visit Victoria and return to his home in a day. (Applause.)

A vote of thanks to the chair terminated the proceedings.

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