

**FREIGHT TARIFF FROM THE EAST**

**COMPARISON BETWEEN OLD AND NEW RATES**

**Also Between Those From Eastern Canada and American Points to Coast.**

Reference has already been made in the Times to the advance in freight rates from Montreal, Toronto, etc., to Victoria, Vancouver, New Westminster and other points, which came into effect on February 10th. The railway companies, without going into figures, explain that the change was simply the result of similar action on the part of railways in the United States.

In this connection Industrial Canada, the magazine issued by the Canadian Manufacturers' Association, says: "It cannot be held that the new rates are in themselves exorbitant, nor are they high compared with other Canadian rates for equal mileage. There are, however, no other Canadian rates with which these rates can properly be compared. The comparison must be with the rates granted by the United States railways for the corresponding service in the territories which they serve and with rates from Eastern United States manufacturing and shipping points (Boston, New York, Pittsburg, Buffalo, etc.) to the same Canadian points."

It will be observed by comparing the rates to Vancouver, Victoria, etc., from Eastern manufacturing points in the United States, that the United States manufacturer has an advantage in rates, ranging, generally speaking, from 20 cents per 100 lbs. to 8 cents per 100 lbs., according to the classification of the commodity in the Canadian freight classification. This, one will realize, is a substantial advantage, which even the Canadian customs tariff must sometimes fail to offset.

"If the Canadian Pacific were not actually contracting through its agents in Boston, New York, Philadelphia, etc., freight for Vancouver, etc., on the lowest rate basis in force for these cities, it would be necessary to ask if the service from Montreal, etc., were a more expensive one than that of the United States roads from the Atlantic seaboard and interior cities. Seeing that the Canadian company does strongly compete for business from the eastern and central United States on the lower basis to Vancouver, seeing that it does actually carry this freight from its junction point at the lower rate, still further reduced by the proportion of its connections, and that it even goes further than that, by contracting Seattle and San Francisco business on a lower basis even than the Vancouver one (5 cents per 100 lbs. lower on all freight), and to lay out on Seattle and San Francisco business an amount in proportion to the originating railway to the proportion due to the terminal railway or steamship connection; it cannot be held (in spite of the difference in the density of tonnage and population in the districts through which the Canadian and United States roads operate) that these differences in favor of the United States manufacturer are unreasonable. They constitute, therefore, a discrimination against the Canadian manufacturer and shipper. The only conceivable explanation of the discrimination is the Canadian customs tariff, which would somewhat offset these rate differences.

"It can be conceived that cases may arise where the railways, in an account of the necessity of making low rates against foreign competition by water to Vancouver or Victoria, might justly claim the right to share with the shipper or consignee the benefit of Canadian customs tariff, but it will be agreed that the customs' tariff was not designed to enable the carrier to exact higher rates on traffic from Eastern Canada than from Toronto, etc. It will be safe to go farther and state that if there were no customs' tariff and goods could be shipped from Toronto, etc., to Vancouver and Victoria as freely as they can be shipped from Montreal to Vancouver it would be impossible for the railways to maintain this difference against the Eastern Canadian manufacturer's points."

"One result of the present policy with respect to these rates to Vancouver, etc., is that the Great Northern and Northern Pacific are able to earn and do earn, on precisely the same kind and quantity of freight, handled in every respect under precisely similar circumstances and conditions, a greater revenue when originating in Eastern Canada than when originating at corresponding Eastern United States points, and this is entirely for the reason that the rates from Montreal, Toronto, etc., are maintained on the higher basis."

"The Canadian Pacific Railway enjoys this advantage over its United States competitors, that it owns one whole line connecting the principal Eastern Canada shipping points and Western Canada points of consumption, so that the revenues derived from this long haul business all go into one treasury, while its competitors for this freight (the Northern Pacific and Great Northern Railways) only take hold at St. Paul, Minn., or the traffic contracted by their agents in Eastern Canada."

"In addition to this the Canadian company have received many substantial considerations from the Canadian people, and still receive by far the largest share of this long distance traffic, and the Canadian people will feel that they are entitled in return to a liberal treatment."

"The rate from Eastern Canada should be on the same footing to Vancouver and other Canadian points on the Pacific coast as the rate from the Eastern United States to Seattle, Tacoma, etc., that the rate from Montreal, Sherbrooke and common points to Vancouver, etc., should be the same as the rate from Boston, New York, and common points to Seattle, etc., and the rate from Toronto and common points to Vancouver,

**MOUNT SICKER WAS A SURPRISE**

**MINING MEN WERE DELIGHTED WITH IT**

**They Expected to Visit a Backwoods Camp and Were Agreeably Disappointed Yesterday.**

The visit to Mount Sicker yesterday by the delegates to the Provincial Mining Association was a revelation to the visitors, and is fraught with great possibilities for the Vancouver Island mines. These men, closely identified with the mining industry in various parts of the province of British Columbia, left for Mount Sicker expecting, as one said, to find a little backwoods' camp. They came back with an unanimous expression of surprise and satisfaction. They had not seen the Northwestern smelter at work. Through the courtesy of Jas. Dundas, the president and proprietor of the B. N. Y. and J. Hunter, general superintendent, a special train of two cars left the station at 8 o'clock. At Mount Sicker siding, through the courtesy of Messrs. Breen and Bellinger, a party of a dozen of the visitors to the smelter town of Crofton. These included President Keen and others who had previously visited Mount Sicker, but who had not seen the Northwestern smelter at work.

Rain fell during the day, and at the mining town this changed to a snow storm. In addition to this the heavy covering of snow at Mount Sicker somewhat interfered with the pleasure of the trip. The party, however, had not gone to the island mines for the purpose of taking in the scenic effects. They had gone there for the business of seeing the interior of the mines.

Manager Tregar of the Lenora, met the party and took them in charge for a tour of the property of which he is in charge. Mr. Tregar is no stranger to the mining men of this province. His admirable work in taking the Le Roi over a critical period of its history, together with the splendid management of other properties has brought his name prominently before the mining industry of this country. Manager Tregar in a master characteristic of a showman, led the party to the lower level, and the delegates were given their first surprise in seeing the splendid showing. Although it was only the early part of the day the strike was a valuable one.

The remaining workings were visited, and a number of the party were invited to the mine which could not fail to make note of the fact that in the original work carried out on the Lenora property there had been a sad lack of method. Under the management of Mr. Tregar, however, it was noticeable that this was being overdone in as far as it could be and the new work being done was in excellent shape.

The Lenora having been explored, the party repaired to the Mount Sicker hotel, where lunch was served. An excellent meal was provided, and after lunch the party, including the great part of those who were familiar with the Tye workings, went to the Richard III. higher up the mountain, and which by the manner in which all the work carried out even to the finest details. Right from its inception method has been the keynote of the work at the property, and the results have amply repaid Mr. Musgrave's care.

The visitors from the interior had their eyes opened as they gazed on faces of exposed rock 10 and 25 feet in width and all of excellent quality. At the same time the management has kept the development work well in hand, and in consequence the underground workings were in the best of condition.

The delegates from Rosland and other mining centers, who have visited all the great producing properties in the interior, were astonished with the results. They were surprised to learn that 5,000 tons a month was being shipped from the Tye property alone.

At the Richard III. the same system was observed as in the Tye workings. The showing of ore, for a mine only in its initial stages, was highly gratifying to the visitors, and the property of the Tye is regarded as a formidable rival to the other mines of Mount Sicker as a producer of ore.

The delegates left Mount Sicker before 4 o'clock, getting back to the city shortly after 6 o'clock.

Mount Sicker has, as above stated, surprised the mining men of this province. E. B. Kirby, manager of the War Eagle and Centre Star mines, at Rosland, after making the trip through the Mount Sicker properties said he was surprised and pleased with what he saw. Mr. Kirby is recognized as an engineer of the very highest rank. He was especially astonished at the comparative

**THE OLD HOMESTEADS.**

**Historic Monuments to the Thrift of Our Ancestors.**

It is as natural for us to love the trees, the meadows, the old homesteads, as it is to want food and drink. Our ancestors built well when they erected those old mansions the walls of which are in many cases as firm and good to-day as they were one hundred and fifty years ago. Our ancestors lived more simply lives than we at the present day. They lived closer to nature. They lived in the sunshine and out of doors. As a rule they ate simple foods and easily digested them. Today the American people eat fast, eat unwholesome foods and are shut up in dark and close offices, shops and ily ventilated rooms. Nature provides us with all we need for life if we only can take advantage of it. The reason why we are getting so fat is because we eat so much of the wrong things, and the reason why we are getting so thin is because we eat so little of the right things. It is not the quantity we eat, but the quality that counts. If we eat the right things, we can eat as much as we like and still be healthy. Nature is our best friend, and she will give us all we need if we only take advantage of her bounty. Let us return to the old homesteads, where our ancestors lived so simply and so healthily. Let us eat the same simple foods that they ate, and let us live the same simple life that they lived. Then we shall be able to enjoy the fruits of nature, and we shall be able to live longer and healthier lives than we are now.



**The Old Homesteads.**

by two or three different physicians but steadily grew worse. Had almost given up in despair, when I decided to try Dr. Pierce's medicine, as a last resort. I learned that he invited all the sick and suffering to consult him, so I thought I would write and place my case in his hands. He kindly answered my letter advising a course of his medicines. I sent for Dr. Pierce's book, the "Common Sense Medical Adviser," read it carefully as I could. My disease was so complicated I had but little hope. I was suffering from inflammation and congestion of stomach and liver, piles, ulceration of womb, also prolapsus, congestion and irritation of ovaries. At the time I commenced treatment with Dr. Pierce's medicines, I was emaciated, complexion pale and sallow, eyes lifeless, and sick and tired all over. Would have weak spells so I could hardly move hand or foot. All the nourishment I could take was a little milk and cracker—even then I would suffer untold agony. Did not dare take a drink of cold water. Had a dreadful headache all the time; back ached so I could not rest day nor night; pain in side under shoulder-blade and in back of neck; had a ringing or roaring in ears, night-sweats, chilly sensations and hot flushes, also palpitations and nervousness, and muscular cramps. Hands and feet were cold and felt numb or "asleep." By the time I had taken one bottle each of "Golden Medical Discovery" and "Fruitage Prescriptions" I felt some better, my head and stomach did not pain me so much, and, as I persisted in the treatment, one by one my aches and pains disappeared, and I could do anything I wanted and can do the housework for a family of six. I now enjoy better health than for several years past."

When first I commenced taking your remedies, writes Mr. E. P. Cingmarrs, of 533 Penn avenue, Minneapolis, Minn., "I had been for four months under treatment of a well-known specialist in this city for catarrh and stomach trouble, rapidly getting worse. Got so bad that I could not eat anything that did not distress me terribly and I was obliged to quit taking the doctor's treatment entirely. I was greatly reduced in flesh. As a last resort I wrote to you and stated my case, and after receiving your instructions I followed them closely. After taking Mr. Harvey's Tablets for five days, and Dr. Pierce's Golden Medical Discovery and one of your "Pleasant Pellets" I commenced to improve, and decided to continue the medicine and observe your instructions regarding hygienic treatment. It is now nearly six months since I commenced your treatment and I can say that I am well and never felt better in my life. Am very grateful to you for what your medicine has done for me."

"Nine or ten years ago my health became very poor, and in 1892 was so far gone that good doctors pronounced my case the worst they had ever treated. Suffered with Dyspepsia, Indigestion, etc., and Dr. Pierce's Pleasant Pellets, and in a few days noticed a decided improvement. When I had used three bottles of the "Discovery" I was a new man, could eat mince pie for supper, got to bed at seven p.m., and sleep until seven a.m."

Dr. Pierce's Common Sense Medical Adviser, sent on receipt of stamps to pay for the medicine, and the E. & J. Railway Company was accorded a stamp for book in paper covers, or 31 stamps for cloth-bound volume. Address Dr. R. V. Pierce, Buffalo, N.Y.

**Just a Reminder**  
That the celebrated "Gilt Edge" Shirts, manufactured only by the firm of J. Piercy & Co., cannot be excelled. Once used, always used. Use no other.  
**J. PIERCY & CO.,**  
Wholesale Dry Goods, VICTORIA

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Smelting Works at LADYSMITH, VANCOUVER ISLAND, B. C.  
Convenient to E. & N. Ry. or the sea.  
**CLERMONT LIVINGSTON,** General Manager  
**THOS. KIDDIE** Smelter Manager.

**NOTICES OF MOTION ON BULLETIN BOARD**  
City Fathers Going in for a Number of Changes—New By-Laws to be Introduced.  
Janitor Creed is seriously contemplating the enlargement of the city hall bulletin board. This contingency is suggested by the pressure on the space of the board in consequence of the activity of the aldermen. Ald. Graham, Vincent and Fell have cornered every available inch, and when the council meets on Monday night there will be quite a batch of motions to polish off. Ald. Vincent wants the staff at the municipal headquarters to work longer, and therefore has a notice of motion up providing that the daily hours be from 9 to 5, except on Saturdays, when they shall be from 9 to 1.

**Breeders, Attention!**  
The Dairymen's and Live Stock Association have again elected me as their secretary with full powers to arrange for a shipment of breeding Stock to the Eastern Province, and I am now prepared to quote prices and give such information that will insure getting good service at reasonable prices. It will be my earnest endeavor to give the same satisfaction to the patrons of the Association in the future as I have in the past two years.

**NOTICE.**  
Take notice that 60 days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following land, situate on the Eckstall River, Cassiar District, more particularly described as follows: Commencing at a post marked "Martin Letnes N. E. corner," thence west 30 chains, thence south 40 chains, thence east 30 chains, thence north 40 chains, comprising an lot containing 80 acres more or less called Grass Island, situated 8 miles more or less from the junction of the Eckstall River with the Skeena River.  
December 20th, 1903.  
MARTIN LETNES.

**ROBBERD BY HIGHWAYMEN.**  
Toronto, Feb. 27.—Robt. Hayes, a Mount Albert cattle drover, was knocked down by highwaymen in a lane off Adelaide street last night and robbed of \$750.

**"600 PEOPLE BADLY BENT"** have in effect used these words in speaking of the curative qualities of South American Balmic Cure. "My legs were crippled"—"My hands were distorted"—"My joints were swollen"—"My back was bent double"—"My pain was excruciating"—"Bedridden for years." This great remedy has been the heaven-sent agent that worked a permanent cure. Sold by Jackson & Co., Victoria, and by Dr. J. C. & Co.—132.

**Are Busy Fortifying**  
Liao Yang, Manchuria, Mar. Japanese have occupied Korea, and are now fortifying the town.  
This was the objective point of the Japanese, who, with a detachment of Cossacks, as announced, had reached Kasanjan, and was expected to arrive at that yesterday.  
A detachment of Russian troops from the neighborhood of Ichio Yama, the Koreans are averse to Russian information regarding movements of the Japanese.  
The Chinese troops around the Bayan are being reinforced. Yuan Shih-kai's Chinese commander-in-chief, Yuan Shih-kai, is reported to be coming from Japan, and is expected to arrive in the province of

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