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Discussion on C.P.R. Freight Rates

Board of Trade of Vancouver Held an Important Meeting on Tuesday.

Coast Merchants to Make Further Statement Before Railway Commission.

On Tuesday evening at Vancouver a special meeting of the board of trade was held to discuss the reply of the C. P. R. to the arguments of the board of trade before the railway commission on the subject of freight rates.

A. B. Erskine, president of the board of trade, occupied the chair, and in opening briefly stated the object of the meeting, and asked the secretary to read the reply.

A. G. Thynne said he thought that everyone had read the reply in the papers, and suggested that the chairman should ask if anyone present had not read it, and if so it might be read; if not, it would be a waste of time to go over it.

The chairman agreed with Mr. Thynne's suggestion, and finding that everyone appeared conversant with the reply, called for comments on the same.

W. J. McMillan then set the ball rolling by reading the

Answer Prepared by the Special Committee

appointed by the board of trade to deal with the subject, to the C. P. R.'s reply. Before commencing, however, he announced that he had been requested by Mr. Bowles, of the local C. P. R. freight department, to state that the C. P. R. was now quite willing to reopen the question of freight rates from the Orient, and if these rates were in any way unfair to the merchants of Vancouver they would be quite willing to revise them. They would, however, discuss that later, and he went on to read the rough draft of the reply prepared by the committee to the arguments of the C. P. R. The plea that Winnipeg had not the advantage of water communication enjoyed by Vancouver, and therefore should be treated with more leniency, was not a tenable one. If Vancouver had a natural advantage in that respect it was no more than was enjoyed by any seaport town over any inland town, and could not be taken into consideration in the adjustment of freight rates. It was an outstanding fact that freight could be carried from Montreal via Liverpool by water at a cheaper rate than the C. P. R. would carry it direct to Vancouver. The C. P. R. submitted figures showing the comparative cost of hauling over the prairie and Pacific divisions of its road, but this did not support the railway's contention, even as given, as a little calculation would show. One clause made much of by the C. P. R. was that if the requests for placing Vancouver on an equal footing with Winnipeg for shipping to interior points in British Columbia and Alberta were granted it would be unfair to Winnipeg men who had to send their goods West, while Vancouver would have the same rate to pay for hauling them over the same line twice. They could find

No Grounds for That Statement

as their contract was completed when the goods arrived at their destination, and it did not matter to the C. P. R. what became of them afterwards. The C. P. R. claimed that they gave favorable rates to the Coast merchants for shipping canned goods eastward, yet their through rates from the East to Calgary were $1.36, or $1 by lake and rail; and even if the present rates from Vancouver to Calgary were cut down 55 cents they would still be $1. It should be borne in mind that Winnipeg got the balance of the through rates as their distributing rates.

In concluding, Mr. McMillan showed that the C. P. R. would at present bring goods from the Orient through to Winnipeg and back again to Vancouver to Fernie at a cheaper rate than they could be shipped from Vancouver to Fernie. Touching on the question of water competition again, he added that it would be a nice point to raise that in view of the fact that the China Mutual steamers at present brought goods from the Old Country at the rate of 32s 6d per measurement ton, when the Isthmian canal was completed and these rates cut in half it would be a nice point as to whether the C. P. R., still following its present policy, would raise its rates eastward proportionately to meet this opposition.

A. G. Thynne said he would like to make a few remarks on the C. P. R.'s reply. In the first place they said that the Coast cities had no geographical advantages over Winnipeg for serving points in the interior and Alberta. Yet the C. P. R. had themselves shown that they could ship goods from this point to Winnipeg and back to Fernie at a less rate than they gave at present to the Vancouver merchants shipping to Fernie, in spite of the fact that they had to haul them

1,600 Miles Further

than from Vancouver. Mr. Thynne showed that most of the arguments brought forward by the C. P. R. were really aside from the issue. They were not talking about the rates at which the company shipped goods from Montreal westward, or their reductions for lumber and shingles going east. They were simply asking for equalization of rates to certain points with Winnipeg.

The argument of the C. P. R. that Vancouver had no natural or geographical advantages was one that anyone here, whether dealing in real estate or sweeping the streets, could answer. They had a port that was open all the year round, where in Montreal for half the year almost they were closed up with ice. For his part he would feel like arguing with a club with the man who would state that they had no natural advantages over Montreal from that point of view.

The C. P. R. had drawn comparisons between their rates and those of the Great Northern and had carefully picked out all the points favorable to their argument, and left out all that were unfavorable. He could show them plenty of places where the Great Northern rates were much cheaper than those of the C. P. R. The C. P. R. also pointed out that the American lines should be in a position to give cheaper rates because they had a larger population to serve, British Columbia having about 178,000 people, while the State of Washington had 750,000. Had the people on this coast been treated from the first as they should have been, and given those rates eastward which shippers in the Atlantic ports were given westward, the country would have been better off today, and would have had a far greater population. Mr. Thynne said he thought that as things were today it would have been better for them if they had never joined the Dominion, but had built a railway of their own into the interior instead and shipped their goods in round Cape Horn. They would have been better off and have had a larger population.

The C. P. R. said that they were trying to help out Eastern manufacturers, and that it was not fair that goods brought in by tramp steamers should be shipped to points in Alberta and sold in competition with Dominion goods brought over their lines. In reality it seemed to him as if their complaint was not so much about Canadian goods as about European goods brought into Montreal by steamer and shipped west over the C. P. R.

"In short," concluded Mr. Thynne, "taking the argument from one end to the other, it is the greatest amount of balderdash that was ever placed before any reasonable set of men. In talking this afternoon with a gentleman connected with the C. P. R., he told me himself that the reply was no argument at all, and if it went before the railway commission it would be turned down straight."

Mr. R. P. McLennan said he could only begin where Mr. Thynne left off. The reply was the most wishy-washy thing ever placed before any intelligent man. It looked as if the C. P. R. thought the royal commission a lot of nincompoops who would believe anything they said. Vancouver should be

The Distributing Point

for the cargoes of the Empresses, but it was not. The C. P. R. gaves rates to Winnipeg and Montreal and even back again, which were intended, and must be intended to give Vancouver the go-by. Speaking of the proposal made to Mr. McMillan by the C. P. R. to revise the Oriental freight rates, he thought they should go into it and discuss it with some official of the C. P. R. who had some say in the matter. Mr. Greer was of no service, since he told them plainly that he had to report what he said. They should have someone here with some authority who could show them that when he talked there would be some effect in what he had to say.

Mr. Jonathan Rogers said that if they discussed anything with the C. P. R. before they met the commission it might weaken their case.

Mr. McMillan said he thought they could make a good case apart from the question of Oriental rates at all.

The chairman suggested that the report read by Mr. McMillan should be referred back to the special committee on freight rates to complete, as there was a great deal of data that should be in before it went to the railway commission.

Mr. McMillan said he was going to ask that the committee be allowed to draw up another report to submit in reply. They must have the authority of the board, as they would require money and the assistance of freight experts to draft a proper reply.

In accordance with this suggestion it was resolved that the reply of the C. P. R. be handed to the special committee to prepare an answer for the railway commission.

Mr. Thynne asked whether they would have the right to go before the commission and

Argue the Case

The chairman said he could not answer that. He supposed their written answer might be looked on as a reply. He referred to Mr. McDowell.

Mr. McDowell said he presumed that they were the first speakers and should be given the privilege of reply.

Mr. McMillan moved that the commission be communicated with and asked the date of their meeting for hearing this case, and whether the board of trade might have the opportunity to reply.

Mr. James Ramsay moved that the special committee be given

Full Power to Act

without further reference to the board. Carried.

Mr. Thynne said that in view of the fact that since the matter was first brought up before the railway commission the rates had been considerably altered by the C. P. R., the commission should be asked that, in view of that alteration in rates, the opportunity should be given to the board of trade to argue their case again. He moved that the secretary write to the commission to that effect.

Mr. Tisdall thought it would be better to ascertain the regulations of the commission first, and he was sure from what he had seen of them, they were trying to get to the bottom of things, and he had no doubt they would hear them afterwards.

Mr. Thynne said that this was his motion in another form. He then moved that the secretary be instructed to write to the railway commission and ascertain its procedure, and if they would be allowed

To Put in Their Plea

in view of the fact that changes had been made in the rates since their argument was first put in.

The motion was seconded by Mr. Ramsay and carried.

Mr. McMillan moved that the question of Oriental freight rates be left to the special committee to take up with the C. P. R., and that a report be made at the next meeting of the board.

(The motion was seconded by Mr. Ramsay and carried.

Mr. I. Schooley asked, in view of the fact that this question affected all other cities on the Coast, would it not be as well to

Ask Their Co-operation

Mr. J. A. Cunningham (New Westminster) said the board of trade at New Westminster was heartily in sympathy with every movement taken by the Vancouver board of trade in this matter, and that was why he was instructed to be present.

Mr. J. C. Fenwray (Victoria) said that there seemed to be very little interest taken in this question in Victoria, though he himself felt strongly on it.

Mr. Thynne said Mr. Greer had told him in conversation that Mr. Cunningham represented no one in New Westminster. He had replied that Mr. Cunningham came over with proper credentials from the New Westminster board of trade, and since Mr. Greer had been making such statements, and they had been made with the intention of preventing others from joining the movement, full publicity should be given to this denial.

The chairman said they had a letter from the secretary of the New Westminster board of trade, giving Mr. Cunningham full power to represent them.

A jocular remark of Mr. McLennan about the C. P. R soon having empty cars to haul their Oriental goods East brought Ald. Heaps to his feet with the

Lumbermen's View

of the question. Ald. Heaps said that the C. P. R. had stated that if the boycotts were kept up there would be 500 cars less to take lumber East, and that would be a very serious thing to them.

"You have your remedy with the railway commission," remarked Mr. McLennan.

Ald. Heaps said that had been tried, and it was found that the railway commission had no power to compel the C. P. R. to haul empty cars over the mountains. In the past they had been well treated by the C. P. R. in the matter of cars, in fact, much better than the mill men on the other side had been treated by their railways. Though the merchants had his sympathy in their fight with the C. P. R., it seemed to him that they might use better methods than they were doing. The C. P. R. was working under a Dominion charter, and it was a difficult matter even for the railway commission to effect its rates. They could not order their reduction unless they were earning over 10 per cent. dividends, and it was not likely they would do that, as they would turn their money to some other use. He thought it might be a better method to get the provincial government to

Tax Their Freight

It appeared to him that power of taxation would be a better weapon if the provincial government would take it up. It would be well for the committee to look into it anyhow.

Mr. Thynne said they were not asking for a reduction of rates, but for equalization.

Ald. Heaps said the C. P. R. would be found to have many ways of fighting. The lumbermen had succeeded in getting an order from the railway commission forbidding them to discriminate between rates on one class of lumber and another. When asked to remove the difference they then proposed to do so by increasing the lower rates instead of reducing the higher ones.

At this point a motion was made to adjourn.

Those Present

at the meeting were:

Messrs. A. B. Erskine, vice-president, Messrs. A. B. Erskine, Vice-Preident R. P. McLennan, W. J. McMillan, A. G. Thynne, E. Evans, James Ramsay, Giffen, C. E. Tisdall, James Webster, D. Von Cramer, E H Heaps, C. A. Cscstle, E. Buchan, T. H. Wilson, W. Taylor, Lightfoot, Gemmie, E. C. Schooley, H. McDowell, W. W. Mackenzie, Jonothan Rogers, W. L. Tait, M. H. Leggat, W. Skene.

J. C. Cunningham (New Westminster).

J. C. Pendray (Victoria).

The TERRIBLE PANGS OF DYSPEPSIA CAN BE CURED

To be dyspeptic is to be miserable, hopeless, confused and depressed in mind, forgetful, irresolute, drowsy, languid and useless.

Constipation, headache, heartburn, sour stomach, distress after eating, belching of wind, faintness, and fullness and distention of the stomach are a few of the many distressing symptoms of the poor, weary dyspeptic.

Dyspepsia is a disease that in one way or another resembles nearly every other disease, and the only way to get rid of it is to tone up the stomach, liver, bowels and blood. This will be quickly done by the use of

BURDOCK BLOOD BITTERS

It regulates the stomach, stimulates the secretion of the saliva and gastric juice to facilitate digestion, removes acidity, purifies the blood, and tones up the entire system.

Mrs. M. A. McNeil, Brook Village, N.S., writes: "Last winter I was very thin and was fast loosing flesh owing to the run down state of my system. I suffered from dyspepsia, loss of appetite and bad blood. I tried everything I could get but to no purpose. I finally started to use Burdock Blood Bitters, and from the first day I felt the good effects of the medicine and am strong and well again. I can eat anything now without any ill after effects. It gives me great pleasure to recommend Burdock Blood Bitters, for I feel it saved my life."

HON. R. G. TATLOW BACK FROM OTTAWA

Finance Minister Concludes Important Visit to the Federal Capital.

"Our trip to Ottawa was entirely successful, and while I prefer that the Premier makes the full announcement on his return of the business attended to, I can say it was of vital interest to the province," was the reply made to a Colonist reporter by Hon. R. G. Tatlow last night on his return last night from a trip to the federal capital in company with Hon. Richard McBride.

The Finance Minister said that Sir Wilfrid Laurier had most cordially received the Premier and himself, and had discussed with them several important matters of departmental interest. At St. Paul the ministers had called upon the officials of the Great Northern, and at Montreal the Canadian Pacific and Grand Trunk Pacific Railways, and obtained satisfactory assurances anent railroad construction and betterments in British Columbia.

The Premier will probably not return for several days, as tomorrow he will be present at a banquet in Toronto to Hon. R. L. Borden, leader of the Conservative party. Mr. McBride will return home via the C. P. R., stopping off at Winnipeg for a couple of days.

PACIFIC COAST HAPPENINGS.

Fire Causes $150,000 Loss in Portland—News of Whalers.

Bellingham, Dec. 13.—Wm. Henry Engleman claiming to be a shoemaker, of Vancouver, who was arrested here yesterday by customs officers with $750 of smuggled opium remains in jail in default of $1,000 bail. He makes no statement except that he hopes to be released as soon as he is in communication with friends at Vancouver. He claims that he did not know he was doing wrong.

Portland, Dec. 13.—Fire early today gutted the wholesale grocery of Washhams, Kerr and Brothers, causing $150,000 loss and serious injury to four firemen. A defective flue was the cause of the fire.

Whaler Nipped in Ice

San Francisco, Dec. 13.—Despatches announce that the whaler Bowmana has been nipped in the ice at King's Point, British Alaska. The crew is safe but the vessel is a total loss.

Santa Barbara, Dec. 13.—Rev. Dr. Martin Sergsonson, of the Transvaal, South Africa, a nephew of the late President Paul Kruger, and a veteran of the Boer war, an ex-professor of languages of Oxford university and a missionary, lecturer and philanthropist, died suddenly here yesterday of asthma.

Slaves to Rheumatism

Freed by "Fruit-a-tives"

"Fruit-a-tives" cure Rheumatism and Rheumatic pains by removing the poisons which cause the disease. Rheumatism means poisoned blood. Too much urea or tissue waste is retained in the blood, owing to defective action of the bowels, kidneys or skin. The retained urea becomes uric acid, which inflames nerves and joints and thus rheumatism is produced.

MRS. R. H. DENNIS, Sault Ste. Marie, Ont., writes as follows: "I think 'Fruit-a-tives' are fine. I am using them for rheumatism, and have not felt it since I started to take them."

Fruit-a-tives

or Fruit Liver Tablets.

"Fruit-a-tives" cure Rheumatism by greatly stimulating the action of the liver, kidneys and skin. "Fruit-a-tives" make each of these vital organs do its share of nature's work properly. "Fruit-a-tives" rid the system of excessive urea and uric acid—and so purify and enrich the blood and build up the general health, that there can be no rheumatism.

"Fruit-a-tives" are fruit juices, concentrated and combined by our discovered process, which makes them much more powerful medicinally. Then tonics and internal antiseptics are added and the whole compressed into tablets.

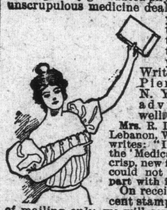
If your druggist does not have them, don't take substitutes. Sent prepaid on receipt of price—50c. a box or 6 boxes for $2.50.

FRUIT-A-TIVES LIMITED, OTTAWA.

WELCOME WORDS TO WOMEN.

Women who suffer with disorders peculiar to their sex should write to Dr. Pierce and receive free the advice of a physician of over forty years' experience—a skilled and successful specialist in the diseases of women. Every letter has the most careful consideration and is regarded as *sacredly* confidential. Many sensitively modest women write fully to Dr. Pierce what they would shrink from telling to their local physician. The local physician is pretty sure to say that he cannot do anything without "an examination." Dr. Pierce holds that these distasteful examinations are generally needless, and that no woman, except in rare cases, should submit to them.

Dr. Pierce's treatment cures in the privacy of your home. His "Favorite Prescription" has cured hundreds of thousands of bad cases. It is the only medicine of its kind that is the product of a regularly graduated physician. Some unscrupulous medicine dealers may offer you a substitute. Don't take it. Don't trifle with your health. Write to Dr. R. V. Pierce, Buffalo, N. Y.,—take his advice and be well!



Mrs. R. D. Monfort, of Lebanon, Warren Co., O., writes: "I have received the 'Medical Adviser.' A crisp, new five dollar bill could not tempt me to part with it."

On receipt of 31 one-cent stamps, to pay cost of mailing *only*, we will send to any address a paper-bound copy of Dr. Pierce's great 1000-page book, "The Common Sense Medical Adviser." Or, for 50 stamps the same in cloth binding. Address Dr. R. V. Pierce, Buffalo, N. Y.

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TREFOUSSE GLOVES FOR WOMEN—NONE BETTER!

David Spencer Ltd.

WESTERN CANADA'S BIG STORE

THE GREATEST SHOPPING CENTRE IN THE WEST

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On Special Sale Today

All our Outing and Ready-to-Wear Hats will be cleared out; value, $1.50 to $4.50. Today, each 50c

Twenty Costumes, values $18.75, $20.00, $22.50 and $25.00. On Sale Today at, each $10.00

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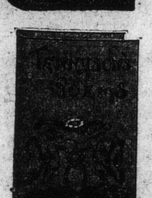
Fine Furniture for Christmas Gifts

The Furniture Department has made special preparations for the holiday season, and is showing a large and fine assortment of the smaller pieces of furniture suitable for Christmas Gifts. It is satisfying to know that dependable furniture can be had without extravagant prices.

MUSIC CABINETS, FANCY WORK TABLES, EASY CHAIRS, TEA TABLES, HOUSE DESKS, FANCY ROCKERS

Stylish Overcoats for Men

He is a particular man indeed who is not completely satisfied with the Overcoat that we are able to put on him. Our Overcoats have the style and character that you would ordinarily expect to secure only from your custom tailor—$10.00 to $20.00.



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Works from Early Writers down to the latest Modern Fiction

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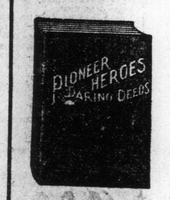
You'll find history for those who like history; poets for sentimental people; popular books for light reading; in fact all the new and desirable books.



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China Silk Coats, Fancy Silk Trimmings, at $4.75
Oxford Grey and Dark Brown Mixtures, at $7.50
Fancy Blue Velvet, Silk Lined, Cuffs and collars of Silk, at $10.00
Dressing Gowns (only one of a kind, but a good choice) ..... $10.00 to $22.50

Confectionery Department

Cadbury's Flavored Creams, 1 lb. box	30c.
Cadbury's Flavored Creams, ½ lb. box	15c.
Cadbury's Flavored Creams, ¼ lb. box	8c.; 3 for 25c.
Cadbury's Milk Chocolate Bars. Each	35c.
Cadbury's Milk Chocolate Bars. Each	20c.
Cadbury's Chocolate Cakes. Each	15c.
Cadbury's Selected Chocolate, ½ lb. tin. Each	30c.
Cadbury Milk Chocolate Cakes, 3 for	10c.
Cadbury's Chocolate, Assorted Flavors, tinfoil; 3 for	10c.
Cadbury's Milk Chocolate Croquettes, tinfoil. Each	10c.
Rowntree Assorted Fruit Creams, 1 lb. box	45c.
Rowntrees Assorted Fruit Creams, ½ lb box	25c.
Rowntree Assorted Fruit Creams, 1-4 lb. box	15c.
Rowntree Assorted Chocolate, 1-4 lb. box	10c.

ON SALE TONIGHT From 7.30 to 9.30

35 dozen Men's Silk Elastic Suspenders. Regular value 50c. Tonight, each 25c

100 dozen Fancy Embroidered Handkerchiefs. Regular value $2.00 to $4.00 per dozen. Tonight, per dozen ..... $1.50 Each 12 1-2c

Water Sets, half dozen Tumblers and Jug. Tonight ..... 50c and $1.00

18 Men's Tweed Overcoats. Regular value $17.50. Tonight $10.00

21 Tweed Suits. Reg. value $15.00. Tonight $10.00

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Special Display Today of 25c and 50c Toys.

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