

Important to Country Merchants

WE cannot too strongly advise our customers in country that it is in their interest to use only Tubs (either wire or wooden hoop) in shipping their Dairy Butter to market; and farmers should be asked to put up their Butter in tubs only. In the course of a year, we get a large quantity of Dairy Butter put up in boxes and Butter put up in this way, in most cases, has to be sold at a reduced price, on account of boxes breaking easily and separating at corners. The air gets in at butter and, to a large extent, destroys the flavor and, in many ways, injures the quality. The expense is large in putting these packages in proper shipping shape to go on the market. Butter boxes were made to put up Creamery Butter only and not intended for Dairy Butter.

J. Y. GRIFFIN & CO.

WHOLESALE COMMISSION MERCHANTS AND PORK PACKERS

WINNIPEG

NEW MADE MAPLE SYRUP

On Thursday next, 10th inst., we will take delivery of a straight car of genuine New Maple Syrup, which we offer subject to being unsold on hearing from you, at following prices:

8-lb. tins; 10 tins to case, 80 lbs. net	\$7.50 per case
5 Gallon tins, 1 tin to case, 62 lbs. net	5.50 "
15 " " bbls. weighing 200 lbs. net	50½ per lb.

This syrup is coming to us from one of the largest and choicest syrup districts in Quebec, and should be the first car of pure syrup to reach Winnipeg. At these figures you are getting genuine maple syrup at price of imitation.

R. A. ROGERS & COMPANY Ltd.

WINNIPEG

APRIL 8, 1902

SHINGLE STAINS

Have you ever used them?

CREOSOTE SHINGLE STAINS

MANUFACTURED BY

ALL SHADES

G. F. STEPHENS & CO., Ltd.

WINNIPEG, MANITOBA.

The W. H. Malkin Co.
LIMITED.

Importers and
Wholesale Grocers

Packers of the Celebrated
VICTORIA CROSS Evaporated
Fruits, Teas and Coffees.

HEADQUARTERS for Sago, Tapioca,
Rice and all classes of English
Groceries.

Prompt attention to all letter orders.

137 Water St., - VANCOUVER, B.C.

Railway Commission.

Mr. Blair, on Wednesday, introduced his bill to provide for the appointment in Canada of a railway commission and to amend and consolidate into one statute the various amendments made to the General Railway Act since its passage by parliament in 1888.

The bill, Mr. Blair says, provides that the decisions of the commissions should be final, subject only to the approval of the governing council. If the commission was composed of the right men it might be more competent to deal with questions of fact in railway matters than any court of law, therefore its decisions would not be subject to revision in the bench. In the United States it took about four years of litigation to get a final judgment of railway disputes. By the absence of appeal this condition would be avoided in the Dominion. Under the present law the government is not permitted to fix maxima and minima rates for railway companies and any variation between these limits was permissible. Under this Act another scheme was provided.

It was proposed to divide traffic into three classes—ordinary traffic, commodity traffic and competitive traffic. The commission would have power to fix rates for the first and, say that these alone should be put ordinary freight, would not be subject to freight not specifically included in the other two classes. The commission would have power to take certain class of freight out of the ordinary and transfer it to the commodity class as they saw fit. The commission would fix merely maxima and minima rates for this commodity class between which the companies would have authority to fix their rates. The commodity class was one well known in railway matters. When a railway company fixes its charge the law would compel it to make this public to the latest extent. Railways could not be held to a fixed rate when face to face with competition, therefore, on competitive business, no hard and fast rates would be laid. The commission would have it in its power to set such rates should be levied for competitive freight. But as competition was not to meet, often from steamship as well as railway companies, the railways would be allowed to fix their own rates, and then submit these to the board for approval, in order that traffic be not blocked by the companies being forced to wait on the announcement of the commission's ruling in regard to new tolls. The commission was to be notified of changes in competitive rates whenever they were made, and in the event of their approval, they would hold such conditions called for alteration. The government had no desire to hamper the railways in the handling of their business. The public must be kept informed of railway rates, and when this is not done, the commission has power to enact penalties.

At present railway companies submit their proposed rates to the governor-in-council. Under the new Act the power of sanction is transferred from the governor-in-council to the commission. The government had thought earnestly over the question of the long and short haul, and found it one hard to solve. It was a matter left to the commission to deal with each case as it arises, say that railways are forbidden to impose a higher rate for shorter distances than for long distances when the former is included in the latter. This would apply in all cases excepting where the government made special arrangements, these are most exceptional when justice must be done.

In reply to a question from the Opposition side, the minister made it clear that the commission would have power to control not railway traffic alone, but traffic by lakes, rivers and canals as well. He hoped to move the second reading at an early day.

A tramp rang the doorbell of Dr. Mary Morrison's house the other day and when a pleasant-looking woman came to the door he asked her if she would be so kind as to ask the doctor if he had an old pair of trousers to give to a needy man.

"I'm the doctor," said the smiling woman.