

Where Reciprocal Demurrage is Law

AN ACT regulating the handling of freight in carload lots by railroad companies, shippers and consignees, and equalising car service and penalties for the use and detention of cars and failure to furnish cars and transport the same.

The above is the preamble to the Minnesota railway legislation which was endorsed by C. C. Smith the Conservative candidate in Assiniboia. The farmers and other shippers of this province will read this bill with a great deal of interest. The following is a copy of the legislation referred to:

Be it enacted by the Legislature of the State of Minnesota: Section 1. It shall be the duty of any railroad company to furnish suitable car or cars to every and all persons without discrimination, who may apply therefor in good faith for the transportation of any and all kinds of freight and to receive and transport such freight with reasonable despatch, and to provide and keep suitable facilities for the receiving and handling of same at any station or public switch on the line of its road, and also to receive and transport in like manner the empty or loaded cars furnished by any connecting road, to be delivered at any station or stations on the line of its road to be loaded and discharged, or reloaded and returned, and for compensation it shall not demand or receive any greater sum than that accepted by it from any other connecting railroad for a like service.

When the owner, manager, or shipper of any freight of any kind shall make application in writing to any superintendent, agent or other person in charge of transportation of any railroad company, at any point that cars are desired in or upon which to ship any freight, it shall be the duty of such railroad company to supply the number of cars so required at the point indicated in the application within a reasonable time thereafter, not to exceed forty-eight hours at terminal points and seventy-two hours at intermediate points, from the receipt of application, Sundays and legal holidays excepted, and shall supply such cars to the person or persons so applying therefor in the order in which such applications are made, without giving preference to anyone; provided that if the application be for more than three cars, the railroad company may have one additional day to supply each additional car so ordered.

Such application for cars shall be in writing, stating the number of cars wanted; the time and place desired; and such application shall state the kind of freight and final destination. To facilitate the making of the application in writing every railroad company doing business in the state shall provide suitable blanks for that purpose to be kept at all freight offices; and it shall be the duty of every such railroad company, upon the request of the applicant to furnish him a duplicate of such application.

When cars are applied for under the provisions of this chapter, if they are not furnished within the time stated the railway company failing to furnish them shall forfeit to the party or parties so applying for them, the sum of one dollar per day for each car failed to be furnished, to be recovered in any court of competent jurisdiction, together with all damages such applicant may have sustained.

Sec. 2.—Any railroad company mentioned in section 1 of this act, upon receipt of notice from a shipper that one or more cars have been loaded by shipper and are ready for delivery to such company at the place of loading thereof, to be carried on the road of such company towards the destination thereof, shall remove such car or cars from such loading point and forward the same towards destination within twenty-four hours after receiving such notice, Sunday and legal holidays excepted, and for every delay of twenty-four hours or fraction thereof after the expiration of the period herein allowed for the removal thereof, such railway company shall forfeit to such shipper the sum of one dollar for each and every car not so removed within the period herein provided, together with all damages he may have sustained by failure so to remove.

Sec. 3.—Any railroad company mentioned in section 1 of this act which shall receive from a connecting railroad company one or more cars or beyond its line, shall within twenty-four hours after such car or cars are loaded to it, or are placed on its transfer or other track, forward said car or cars over its railroad towards destination, and for every delay of twenty-four hours or fraction thereof on the part of said railroad company in forwarding said car or cars beyond said allowed period of twenty-four hours, such railroad company shall forfeit to the party injured by such delay the sum of one dollar for each and every car so received and not forwarded upon its lines within the time above mentioned together with all damages he may have sustained.

Sec. 4.—When any railroad company in this state shall have received from any shipper or any connecting railroad for shipment over its rail-

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road one or more cars of freight, it shall be the duty of such company receiving such car or cars of freight within twenty-four hours thereafter to start the same forward from their place of shipment toward the place of destination, and after being started forward, such car or cars of freight shall be continued in transit toward the destination thereof at a rate of not less than an average speed of fifty miles a day of twenty-four hours; and upon the failure of such railroad company to transport such car or cars at the speed herein indicated such railroad company shall forfeit to the consignee thereof one dollar for each and every car for each twenty-four hours or fraction thereof consumed in the transportation of said car or cars in excess of the time herein prescribed; and, in ascertaining the time consumed in the shipment of such car or cars, the time shall begin to run twenty-four hours after the bill of lading or receipt given for the said car or cars by said railway company, which bill of lading shall be received by the courts of this state as prima facie evidence of the time when said car or cars were received by such company.

Sec. 5.—It shall be the duty of every railroad company mentioned in section 1 of this act, to deliver at the usual place of unloading by the consignee all cars of freight hauled by it for delivery to said consignee within forty-eight hours, Sundays and legal holidays excepted, after the same shall have reached its point of destination; and for each and every day of twenty-four hours or fraction thereof in not so delivering the same after the expiration of the time herein prescribed, said railroad company shall forfeit the sum of one dollar for each and every car not so delivered within the time herein allowed.

Sec. 6.—It shall be the duty of any shipper in compliance with whose request any railroad company mentioned in section 1 of this act, has placed one of more cars at the usual loading point of said shipper, to fully complete the loading thereof, ready for redelivery to said company within forty-eight hours after the same shall have been placed at such loading point, Sundays and legal holidays excepted, which full period for loading is allowed the shipper, free from demurrage charges; and for every 24 hours or fraction thereof of delay beyond said period in so loading said car or cars such shipper shall become indebted to, and on demand shall pay to said railway company the sum of one dollar for each and every car so placed and not loaded and ready for delivery within the time allowed herein.

Sec. 7.—It shall be the duty of the consignee of each and every car delivered by any railroad company mentioned in section 1 of this act, at the usual place of unloading by the consignee to fully unload such car or cars within seventy-two hours for bituminous coal, bulk lime, fruit vegetables or lumber shipments, and 48 hours for other shipments, from the time the same shall be placed at the usual unloading point of the consignee for unloading free from demurrage charges; and for each and every delay of 24 hours or fraction thereof, on the part of the consignee in unloading such car or cars beyond the said above periods respectively, the consignee shall become indebted, and on demand shall pay, to the railway company delivering such car or cars, the sum of one dollar for each and every car so unloaded within the time herein prescribed.

Sec. 8.—For all shipments of freight in carload lots on the railroads mentioned in section 1 of this act, proper bills of lading showing the date of delivery to such railroad company, the weights and the marks, and the numbers of each car so shipped, shall be issued by the railway company delivering such car or cars, the sum of one dollar for each and every car so unloaded within the time herein prescribed.

Sec. 9.—Railroad companies shall, within 24 hours after the arrival of any car or cars given notice to the consignee of the arrival of such car or cars, together with the amount of freight charges due thereon. The notice as referred to in this act may be either actual or constructive. When the consignee or agent is personally served with notice of the arrival of such car or cars at or before 4 p.m. of any day, free time shall begin at 7 a.m. of the day after such notice shall have been given. Constructive notice consists of posting notice by mail to consignee. When this method of notice is adopted there shall be 24 hours additional free time.

Sec. 10.—The payment by said railroad company of demurrage provided in this act, shall in no way invalidate or offset any claim any shipper

or consignee may have or make for damages occasioned by delay on the part of such railroad company, or other cause; but shall be a further remedy and in addition to any already existing. Nor shall anything herein contained, be held to lessen the duties of any common carrier in the shipment of live stock or other perishable property.

Sec. 11.—The period during which the movement of freight or unloading cars is suspended on account of strikes, public calamities, accident or other cause not within the power of the railway company to prevent, or during which the loading or unloading of freight by shippers or consignees is delayed by reason of inclement weather which would make loading or unloading impracticable, or any cause not in the power of the said shipper or consignee to prevent, shall be added to the free time allowed in this act and counted as free time.

Sec. 12.—It shall be the duty of every railroad company operating in the state of Minnesota to make at the end of each month a sworn detailed report of all demurrages during the previous month showing to whom paid and from whom received; this report shall be filed with the warehouse and railway commissioner.

Sec. 13.—When suit is brought to collect any of the damages, forfeitures or demurrage charges, provided for in this act, said suit may be brought in any court in this state having jurisdiction of the subject matter and parties under the then existing laws, and if such plaintiff therein recover judgment, such plaintiff shall also recover a reasonable attorney's fee for bringing such suit, to be taxed as costs in other cases in such suit.

Sec. 14.—This act shall take effect and be in force from and after July 1, 1907. Approved April 17, 1907.

A tickling cough from any cause is quickly stopped by Dr. Shoop's Cough Cure. And it is so thoroughly harmless and safe that Dr. Shoop tells mothers everywhere to give it without hesitation even to very young babies. The wholesome green leaves and tender stems of a lung healing mountainous shrub, furnish the curative properties to Dr. Shoop's Cough Cure. It calms the cough, and heals the sore and sensitive bronchial membranes. No opium, no chloroform, nothing harsh used to injure or suppress. Simply a resinous plant extract, that helps to heal aching lungs. The Spaniards called this shrub "The Sacred Herb." Demand Dr. Shoop's. Take no other. The Regina Pharmacy Stores.

C. N. R. PAYS CLAIMS

\$2,000 Damages Secured From Manitoba Court for Injuries in Railway Yards at Winnipeg

Winnipeg, Nov. 14.—In the case of Rudnek vs. the Canadian Northern railway before Judge Richards, the jury brought in a verdict for the plaintiff for \$2,000 damages. This was a suit in which the plaintiff, an employee of D. D. Aitken, laid claim for injuries which he sustained, he having had his arm broken and being otherwise hurt. The accident occurred on Nov. 28, 1906, while the plaintiff was working at the loading of heavy machinery on a freight train in the Canadian Northern yards at the foot of Water street. A light engine of the C.N.R., which was going to the Port Rouge yards, was abandoned by the engineer and fireman near the Pembina crossing, after it had been reversed in order to avoid a collision with the Northern Pacific express which was coming from the south. A slight collision actually occurred, but slight damage was done. The light engine ran unmaneuvered, at great speed into the standing freight where four men were killed and the plaintiff injured. The claim was for \$5,000.

TRAFFIC IN CHEAP LABOR

Japanese Question Under Lime Light—Whole Matter Being Investigated

Vancouver, B.C., Nov. 13.—Fred Yosby, a Japanese employment agent who handles large numbers of his countrymen, started immigration Commissioner King this afternoon by the statement that thousands of Japanese come here in order to reach the United States. "I have seen maps sold to my countrymen, on which were marked points at the boundary line around Blaine and Sumas and other places, where the Japanese could easily cross into the United States. There is not a fence at the boundary, you know," said Yosby, who formerly was secretary to the Japanese consulate in Vancouver. The sensation of the afternoon followed the admission by Yosby that on the commission basis he arranged the employment of Japanese to the railroads and other corporations. Here the witness had a clash with K. Isikawa, president of the Vancouver

Boarding House Keepers' Union, who said that Yosby's company imported laborers direct from Japan. Yosby created a scene by making a dramatic denial and Isikawa retracted and modified several of his previous statements although the commissioner warned him of the penalty of perjury.

The commissioner declared that Isikawa was trying to conceal some feature of his dealings and a full investigation into this phase of the matter will later be made. A director of the Canada-Kangho Co., said his concern made one hundred dollars per week profit in the employment business by a percentage on the wages of the men, but he was at great pains to deny that they assisted in any way in the importation. Editor J. P. McConnell, of the Saturday Star, said that charges in his newspaper were based on a current rumor rather than on any direct knowledge.

To check a cold quickly get from your drugist some little candy cold tablets called Preventives. Druggists everywhere are now dispensing Preventives for they are not only safe, but decidedly certain and prompt. Preventives contain no quinine, no laxative, nothing harsh or sickening. Taken at the "sneeze stage" Preventives will prevent Pneumonia, Bronchitis, La Grippe, etc. Hence the name, Preventives. Good for feverish children. 48 Preventives 25 cents. Trial boxes 5 cts. Sold by the Regina Pharmacy Stores.

Miners and Mine Owners

Lethbridge, Nov. 14.—The arbitration court appointed to decide the dispute between the Alberta Railway and Irrigation Company and their miners met here about one o'clock today. Justice Stewart presiding. The company was represented on the board by George Hatch and Hugh McBeth; the miners by Fred Hopkins and Thos. Briggs.

President Hamilton and the local union was called first and deposed, the questions in dispute was the interpretation of the clause re the drivers, company claiming that a man started work when he commenced to haul coal, while the union claimed his pay started when the man harnessed his horse, at a distance between the stable and the work, in this instance three-quarters of a mile. The witness testified that in Indian territory Ontario feeders and Manitoba growers with a view to eliminating the enormous margin demanded by the middlemen—a margin by which the Manitoba farmer is bled on the one side and the Ontario feeder, injured on the other.

There is in Manitoba, Mr. McKenzie points out, an organization with which Ontario feeders can deal direct. This is the Grain Growers Grain Co. Ltd., which is composed altogether of

URGE FARMERS TO TRADE

Ontario Farmers May Buy Frozen Wheat in Car Lots in the West for Feed—The Sun Outlines Scheme

Toronto, Nov. 14.—The Weekly Sun commenting on the grain situation in the west says: The Sun has on more than one occasion called attention to the possibility of making good the present shortage of feeding grain in Ontario by drawing upon the supply of frozen wheat in the west. Unfortunately the quotations recent ruling for frozen grain seemed to render it impossible to place that material in Ontario at a price which would compare favorably with the high price at present commanded by Ontario coarse grain.

On Tuesday of this week however a letter was received by the Sun from R. McKenzie, secretary of the Manitoba Grain Growers' Association, which clearly indicates that the Ontario feeder, and the Manitoba farmer who has frozen grain to sell, will get into direct communication with each other a mutually profitable transaction may result.

Mr. McKenzie writes that it is difficult for western farmers to dispose of their frozen grain at all as elevator owners refuse to buy it except at a figure that is ruinous to the owner. For instance, he says that on the 6th inst., buyers at Hamiota were offering 22 cents per bushel for No. 2 feed wheat, while the cash price in store at Port William on the same day indicated that the price should be 47 cents on track at Hamiota.

This, as Mr. McKenzie says gave the middleman a margin of 25 cents on a product for which the farmer was getting only 22 cents. Mr. McKenzie further says, makes excellent feed, and some of it weighs up to 60 lbs. to the bushel. What he urges is this concerted action: be taken between Ontario feeders and Manitoba growers with a view to eliminating the enormous margin demanded by the middlemen—a margin by which the Manitoba farmer is bled on the one side and the Ontario feeder, injured on the other.

There is in Manitoba, Mr. McKenzie points out, an organization with which Ontario feeders can deal direct. This is the Grain Growers Grain Co. Ltd., which is composed altogether of

grain growers with the underlying principle of co-operation, in disposing of their products. This co-operative company has 2,000 shareholders distributed all over Manitoba and Saskatchewan, and all these Mr. McKenzie says, are leading men in the districts in which they reside, and they have produced this year some eight to ten million bushels of grain.

Ontario feeders who desire to buy some of their grain held by this co-operative organization should communicate with the Grain Growers' Grain Co., Ltd., Winnipeg. It would say the Ontario farmers well to buy this frozen wheat at a good deal more than 25 cents a bushel on board at 25 cents the cost laid down in Ontario should come under 40 cents per bushel.

In the United States where the Grange is particularly strong, that organization is made use of to enable farmers of one state to buy from and sell to the farmers of other states without the intervention of middlemen. Cannot the example of Canada this year to the mutual profit of the grain grower of the west, and the feeder of Ontario? The western farmers have an organization already formed. Why cannot Ontario farmers in various localities, organize in car lots from their western brethren?

Trial Catarrh treatments are being mailed out free, on request, by Dr. Shoop, Hazine, Wis. These tests penny's cost—the great value of this scientific prescription known to druggists everywhere as Dr. Shoop's Catarrh Remedy. Sold by the Regina Pharmacy Stores.

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MEN LAID OFF

Chicago, Ill., Nov. 13.—Large reductions in the working forces of many industries of Chicago have been made owing to the scarcity of orders and business depression. A number of lumber and steel industries are affected, also railroads and the International Harvester Co. The railroads laid off 35,000 men and the Hines Lumber Company 15,000 in Wisconsin Michigan and Minnesota.

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MIXED MARR

Archbishop Places Catholics Marriages Under the Ban

Montreal, Nov. 17.—Catholics in our name the longer grant dispensation marriages as we have past. These instructed bishop Bruchesi to his mixed marriages, were churches this morning. The archbishop deplors increasing tendency and the evil must be eradicated. He does not wish feelings of Protestants, but one church and its obeyed. The pope has opposed mixed marriages, creed congregation of the have written the bishop them to stop the evil plague. While the church ed such marriages she with reluctance and sorrows tistics show that they have most painful deflection church. Daughters practice their religion and sons is designated as a strange use and an inconceivable den of Catholic mothers tant fathers are generally. In fact his grace quotes Archbishop Fabre stronging too intimate relation testant. In conclusion it op reminds the faithful the excommunication against who attempt to be married testant ministers.

Fort Churchill to Fort

(Continued from page 1) son to Yokohama, and he comes from English capital line will run from Liverpool Churchill.

"The country this road develop has 500,000 square the best wheat land on the earth. Forty bushels to taken of the lands. I have over the country on how know every foot of it. A vantage we have over the Rocky mountains in not so high as they are in. Where we cross is 2,400 feet where other roads climate is equal to Maryland. It is thirty degrees than in Winnipeg."

Historic Character

New York, Nov. 15.—Wheeler, who received the first of the Atlantic cable, student Buchanan by Queen died on Wednesday in Bro was while acting as expert in Washington that he cable message. He delivered president and sent the reply to the Queen. He all the message from the fronting the fall of Richmond of the civil war. He had the first military telegram Since 1868 Mr. Shiebler is the jewelry business in Man

SEVEN KILLED IN C.P.R. W

Head on Collision North Bay—Light Engine to Siding Ahead

North Bay, Nov. 15.—head-on collision occurred P.R. at 11:45 last evening. Moorlake, and one hundred of this place, when the eastbound crashed into a both running at full speed. The latter, which was Engineer Hendrie, was made Moorlake ahead of time accident resulted. At were killed and eleven in dead are; Engineer James of North Bay; Engineer the light engine; H. J. Irvin, brakeman of Webbwood; J. Clark, Montreal, expert.

The injured included: F. man on the express, North Robert, mail clerk, Ottawa Gelinias, Ottawa; D. Lynn burg; H. Hyland; Hull; T. rone, New York, and C. Montreal.

Eight or nine passengers en up, but none seriously. The mail, baggage and hat cars were destroyed several of the dead, it were cremated in the rail. One of the saddest feet accident was the death of Prendergast and his father wood. Prendergast had both ken in a wreck at Blind Tuesday last, and his father

NOT A SINGLE APPLICANT HAS EVER BEEN REFUSED ADMISSION TO THE MUSKOKA FREE HOSPITAL FOR CONSUMPTIVES BECAUSE OF HIS OR HER POVERTY

FORWARD STEP IN THE INTERESTS OF Muskoka Free Hospital for Consumptives. The National Sanitarium Association of Canada has undertaken to publish a monthly magazine devoted to the Outdoor Treatment of Tuberculosis, and the inculcation of Hygienic Methods of Living for the people generally. The first number was issued in November, 1906.

No Father, No Mother, No Home—Worse Than a Prisoner. GARFIELD BRACEY, BERLIN, ONT. Enclosed please find doctor's certificate and examination papers. Hope you will secure me a place in your Sanatorium. You will notice that my circumstances is a hard one; no father, no mother, no home—worse than a prisoner. Nobody wants me on account of my disease. Hoping you will have the charity and consider my position, and give me a position at once in your Sanatorium, I ever pray.

It is always encouraging to have a letter from friends who kindly contribute. For the convenience of those who have not time to write, the following blank may be used: "DO IT NOW" Is a business motto of this strenuous age that applies with tremendous force when it is a good act you should do. "A child's kiss set on thy sighing lips shall make thee glad." "A sick man helped by thee shall make thee strong." "Thou shalt be served thyself in every sense of service which thou renderest."

"DO IT NOW" I WAS SPECIALLY PLEASSED WITH THE ATTENTION PAID TO CONDUCT THE INSTITUTION CAREFULLY AND ECONOMICALLY.—Dr. R. W. BRUCE-SMITH, Government Inspector Hospitals and Charities.