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RECTLY PURE, GENUINE, &  
ADULTERATION ALL DEALERS  
RETURN PURCHASE MONEY  
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McClary's

TO, TORONTO, MONTREAL, WINDSOR,  
MOORE, ST. JOHN, HAMILTON.

M. J. Henry's  
Nurseries and  
Seed Houses  
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Headquarters for PACIFIC COAST  
ROWN Garden, Field and Flower Seeds.  
own crop now in stock for distribution  
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caskets. If he does not handle them we  
will send 50 sample packets gratis.  
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Vancouver, B.C. Free post paid for fruit and  
Ornamental Trees now ready for spring  
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Inspection, loss or delay of fumigation  
expense. Let me price your list be-  
fore placing your order.  
Greenhouse Plants, Floral Work, etc.  
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Catalogue free.

M. J. HENRY  
100 Westminister Road Vancouver

FREE  
FOR  
ROYAL CROWN  
SOAP  
WRAPPERS

at the trip up the wagon road that runs  
Hamill creek is worth going many  
times to take. Provincial mineralogist  
person agrees with Mr. Garde and con-  
firms the view to be obtained at the  
side higher up the mountain cannot be  
seen on this continent.

the many friends of C. C. Daley, for-  
merly superior and county court registrar  
Nelson will be pleased to learn that  
he is slowly recovering from his illness.  
He is at his home in Sutton West, Ontario,  
expecting according to a letter received  
in him in Nelson yesterday, to return  
to his home in another year.

VOL. 5

# RAILROAD RATE BILL

Finally Passes Senate by  
Almost Unanimous  
Vote of 71 to 3

Bill Permits Interstate Commerce Com-  
mission to Fix Rates for Transporta-  
tion of Persons and Property

Washington, May 18.—After 70 days  
of almost continuous deliberation, the  
senate today at 4:53 p.m. passed the rail-  
road rate bill by the practically unani-  
mous vote of 71 to 3. The three nega-  
tive votes were cast by senator Foraker,  
republican of Ohio, and senators Morgan  
and Pettus, democrats of Alabama.  
There was a somewhat larger attendance  
of senators than usual, but the at-  
tendance in the galleries was by no  
means abnormal, and there was no man-  
ifestation of any kind when the result  
was announced, although a sigh of relief  
among the senators.

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conferred by this section are to deter-  
mine the rates, maximum rates, and  
practices, and to determine the compensa-  
tion to be paid to shippers doing service  
for carriers.

Section 16 of the present law is so con-  
fined as to provide for damages to  
complainants and in case it is not  
promptly made the beneficiary is au-  
thorized to file a suit in the United States  
circuit court to compel compliance. The  
finding of the commission is to be re-  
garded as prima facie evidence of the  
facts in such suits and the petitioner is  
absolved from all liability for costs.

Another provision renders legal the  
service of the orders of the commission  
through the mails and provides that  
these orders shall take effect 30 days af-  
ter service unless suspended or set aside  
by the courts. A penalty of \$5000 is im-  
posed for each offense in disobedience  
of the order, and the penalty is to be  
cumulative at the rate of \$5000 a day  
in case of continuous violation. Orders  
other than for money payments are to  
be enforced by the federal courts through  
writs of mandamus or injunction, and  
in case of appeal the supreme court  
these cases are to be given precedence  
over all others except those of a criminal  
character.

The bill was amended by the senate  
so as to give the United States circuit  
courts jurisdiction to entertain suits  
brought to annul or change the orders  
of the commission and also to provide  
against the granting of interlocutory de-  
crees without hearings and making ap-  
peals from such orders direct to the  
supreme court.

Other provisions extend the definition  
of the word "railroad" so as to make it

include switches, tracks, terminals,  
freight yards and grounds and defines  
the word "transportation" so as to make  
it embrace cars and other facilities for  
shipment or carriage. "Respective of  
ownership or of any contract," the in-  
tention being to make the railroads re-  
sponsible for all special car service. It  
is made the duty of carriers to furnish  
special car service on reasonable request.  
Senate amendments include oil pipe  
lines, express companies and sleeping  
car companies under the head of "com-  
mon carriers" and make them amen-  
able to the requirements of the bill.  
Other late amendments prohibit the is-  
sue of special rates to one class of  
passengers over another, and make it  
compulsory to put in switches at the  
reasonable request of shippers. There  
are also changes in the law relative to  
the reports to be required of common  
carriers, and a penalty of \$100 a day is  
imposed for failure to comply with the  
commission's requirements.

The commission is given access to  
accounts affected by the act, but exam-  
iners are forbidden under penalty of  
heavy fine and long imprisonment from  
divulging the facts ascertained. Fines  
of \$500, for each failure to keep proper  
accounts, is provided. A falsification of  
accounts is made punishable by fine and  
imprisonment.

The commission is given jurisdiction over all  
complaints by the commission of fail-  
ure to comply with its orders, and au-  
thorities are required to issue writs of  
mandamus compelling such compliance.

Circuit and district courts of the United  
States are given jurisdiction over all  
complaints by the commission of fail-  
ure to comply with its orders, and au-  
thorities are required to issue writs of  
mandamus compelling such compliance.

The bill has received more attention  
from the senate and from the country  
at large, than any measure that has been  
before congress since the repeal of the  
purchasing clause of the Sherman Act in  
1893.

It was reported to the senate on Feb-  
ruary 26, and was made the unfinished  
business on March 12. From March 12  
to May 18 the bill was under general dis-  
cussion without limitation on the dura-  
tion of speeches, 58 of which were de-  
livered. Many of these were prepared  
summed more than a day's time in de-  
livery. Senator Loflette, the junior  
senator from Wisconsin, spoke for three  
days, and senator Daniel, Virginia, for  
two days. Senators Bailey, Foraker,  
Lodge, Taylor, Doolittle and others each  
spoke for one entire day. For twelve  
days the bill has been under considera-  
tion under a rule limiting speeches to  
15 minutes each. The debate has been  
at all times earnest and animated, but  
at the most part devoid of political feel-  
ing. The past week has, however, called  
out some criticisms of the president  
and of some newspaper correspondents  
by senator Bailey.

The only amendment added today was  
the one offered yesterday by senator  
Taylor, eliminating the words "in its  
judgment" from the power given to the  
interstate commerce commission to fix  
rates.

The principal purpose of the railroad  
rate bill passed today is to permit the  
interstate commerce commission to fix  
rates. The provision conferring this  
authority is found in the fourth section  
of the bill, which amends section 15 of  
the interstate commerce law so as to ac-  
complish that result. That section di-  
rects the commission to investigate  
complaints of unjust and unreasonable  
charges on the part of common carriers  
in the transportation of persons or prop-  
erty, or of regulations or of practices  
affecting such charges. It also author-  
izes an inquiry as to whether the rates  
and charges are "unjustly discrimina-  
tory or unduly preferential or prejudi-  
cial, or otherwise in violation of the  
act." And in case any of these condi-  
tions are found to exist, the commission  
is empowered to determine the reason-  
able maximum rate and what practice is  
reasonable, just and fair. Power is  
given the commission to enforce its  
orders and they are to go into effect  
within 30 days and to continue in force for  
two years, unless suspended, modified,  
or set aside by the commission or a court  
of competent jurisdiction. Other powers  
conferred by this section are to deter-  
mine the rates, maximum rates, and  
practices, and to determine the compensa-  
tion to be paid to shippers doing service  
for carriers.

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