lembers P. R. L. Vintners Association WINDSOR HOTEL Corner of First Ave. and Eighth St.

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this 21st day of September, A.D.

PEDRO SALINAS.

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of a high level bridge and over

he mouth of Bear River approxiat Ottawa this nineteenth day of E, THOMPSON, BURGESS & COTE. Solicitors for the Applicant.

*********** FIRE ALARM SYSTEM

CIRCUIT NO. 1.

12-5th St. and 3rd Ave. 13-6th St. and 3rd Ave. 14 8th St. and 3rd Ave. 15 Junction of 1st, 2nd and

16-1st Ave., between 8th and th Sts. (Knox Hotel.) 17-1st Ave. and 7th St. (Cen 3

CIRCUIT NO. 2. 22-8rd Ave. and 3rd St. rost Office.)

23 3rd Ave. and McBride St. 24 1st Ave. and McBride St. 25 2nd Ave. and 2nd St. 26-2nd Ave. and 6th St. 27 -G. T. P.

CIRCUIT NO. 8.

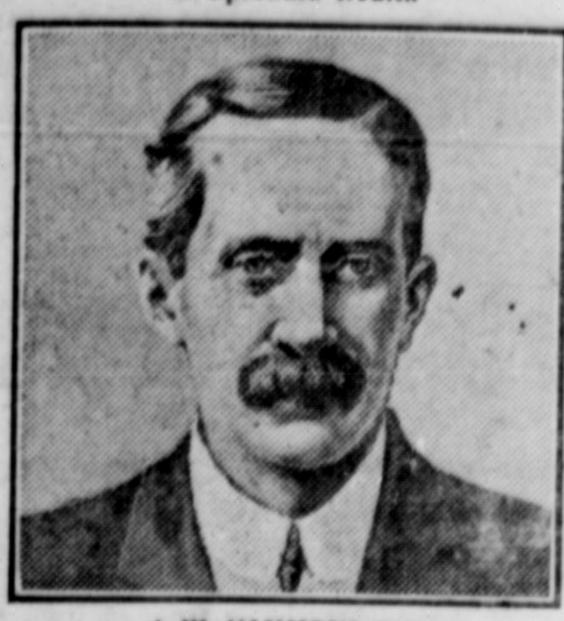
31-5th Ave. and Fulton St. 32 Borden and Taylor Sts. 34-7th Ave. and Fulton St. 35 9th Ave. and Comox Ave. 37 8th Ave. and Dodge Pl. 38 6th Ave. and Thompson St.

CIRCUIT NO. 4. 41-4th Ave. and Emmerson

42-5th Ave. and McBride St. 43 5th Ave. and Green St. 44 6th Ave and Basil St. 48-7th Ave. and Eberte. 141-7th Ave. and Young St.

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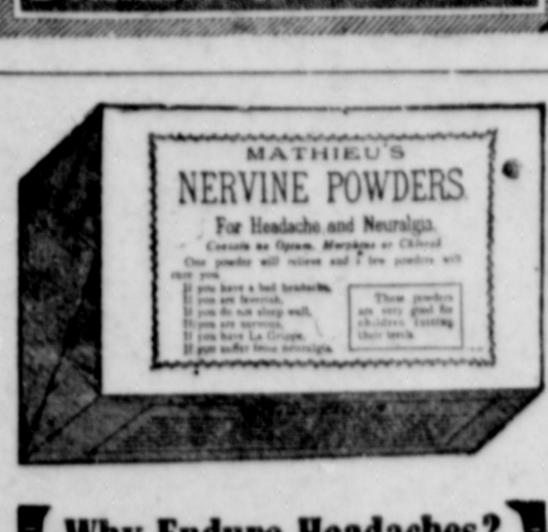
908 Third Ave.

Certificate of improvements.

Dated this 21st day of September, A.D. PEDRO SALINAS.



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LOCAL FREIGHT RATES DISCUSSED COMMITTEE MEETS MR. ROSEVEAR

RATES COMPARED BETWEEN C. P. R. AND G. T. P. SHOWS LOCAL DISTRICTS WORKING UNDER HARDSHIPS -WHAT G. T.P. WILL DO.

Pacific terminus.

position the jobbers of Prince Ru- to ship by a boat that ties up at your attention by the meat dealpert are placed in regarding the any other dock. chances of doing business in Another proposition of great Another matter deserving your

pert to any of these points is ka railroad. and "Black Skagway is \$5 per ton, while our fishing station almost at our lays in settlement as the shipless, from the northwest point of rate from Seattle to Prince Ru- door, owing to the fact that the ments in question are not hanpert is \$5.50 per ton.

for instance, Granby Bay, Stew- senger trains stop at Haysport to art, Port Simpson, etc. At the discharge or receive passengers, present time the G. T. P. are car- mail and express. ton, making a total freight from the goods he has to buy. Vancouver to Granby via Prince | We notice that the rates on Rupert on these commodities of vegetables on the G. T. P. do not 86, with an extra wharfage as well compare at all favorably with the which really makes \$6.50, as rates on other railroads, for inagainst a direct rate from Van- stance: The rates on vegetables couver to Granby Bay of \$4 per by the C. P. R. from, sayton, or a differential of \$2.50 per | Agassiz to Vancouver, a dis-East, we are now placed on a lit- ton to Prince Rupert, 186 miles, tle better than a competitive 19 1-2 cents. goods sold are not manufactured cents. in the East, we find that with the Vernon to Vancouver, 381 miles, margin against us on goods from cents. the South, that the two differ- Last September when you were

The council of the Board of Another matter has been dred pounds less than the same ation of these matters, Trade met yesterday afternoon brought to our attention, which, could be shipped direct from Edwith Mr. A. E. Rosevear, general if true, is a serious handicap to monton to Prince Rupert via the agent of the G. T. P., and pre- independent concerns trying to G. T. P., and furthermore by Chairman Freight Rates Commitsented him with the following re- do a wharfage business here, and shipping from Edmonton via tee, Prince Rupert Board of which practically puts the wharf- Vancouver a saving of from five Trade. A. E. Rosevear, Esq., General age business entirely in the hands to ten days can be made? A ship- After the council of the Board Freight Agent, Grand Trunk of the G. T. P. This is in refer- ment of butter from Edmonton of Trade presented their case the Pacific Railway, and Grand ence to car lots of fish from out- via Vancouver to Prince Rupert matter was left in the hands of Trunk Pacific Steamship Co.: side points. We are given to un-can be counted on in ten days, the committee on transportation Dear Sir-On behalf of the derstand that if a fish company whereas by shipping G. T. P. di- and Mr. Rosevear. Mr. Rosevear reight Rates Committee of the at, say Mill Bay, ships a car of rect to Prince Rupert it takes went into each matter in detail Prince Rupert Board of Trade, I fish to Chicago or other Eastern from fifteen to twenty-one days. with the committee, and appeared desire to bring to your attention points via Prince Rupert, and As butter is a cash proposition, to be willing to do everything reacertain existing conditions which this fish happens to arrive on a you no doubt will realize the se- sonable. He reserved his final this committee consider as incon- boat that docks at the G. T. P. riousness of this delay. Money decision, however, until he had sistent, and which are working a wharf, the railroad company will these days is a scarce commodity, gone into the matter in connechardship on the various shippers absorb the wharfage of 50 cents and no dealer can afford to have tion with the general tariff. and producers who are trying to per ton. If it happens to be land- his money tied up unnecessarily With regard to transportation make a living by doing business ed on the Government dock the for from five to ten days. along the line of the Grand G. T. P. will not absorb the wharf- We also have had serious com- cially the terminus of the new

Seattle to Skagway is \$5 per ton; pert jobbers are unable to do bus- stand the necessity for such apthe rate from Prince Rupert to iness satisfactorily at Haysport, a parently unreasonably long de-G. T. P. will not accept freight for dled by any other transportion While we cannot attribute this this point, but will accept it and company except yours. state of affairs directly to the put it off at Tyee, some four or The citizens of Prince Rupert Grand Trunk Pacific, we feel that five miles farther on; whereas, have waited long for the complethey are largely responsible ow- some of the boats plying from tion of this railroad, anticipating ing to the fact that they are not Vancouver make Haysport a port operating a service to these of call, and as the freight rate points from Prince Rupert, which from Vancouver to Haysport is s the terminus of their railroad. the same as from Vancouver to By putting on such a service, and Prince Rupert the Haysport purby making competitive rates, it chaser does not need to put up looks as if it would bring grist with the inconvenience of shipto their mill, and, incidentally, put ping his freight to Tyee and enthe Prince Rupert jobber in a po- tailing the excessive cost of bringsition to get a little grist as well. ing it back to Haysport. This Now we will come a little near- matter from our point of view er home and where the Grand looks somewhat inconsistent ow-Trunk Pacific do operate boats- ing to the fact that G. T. P. pas-

rying, for instance, sugar, flour Now, with regard to the proor canned goods, from Vancouver ducer who is trying to carve a to Granby Bay in car lots at \$4 farm out of the wilderness along per ton, whereas they charge the line of the G. T. P., it appears \$3.50 per ton from Vancouver to to us that the G. T. P. should use Prince Rupert, and if a jobber in every endeavor to help those set-Prince Rupert wants to reship a tlers by making as low rates as car of sugar or flour or canned any other railroad for a similar goods to Granby Bay, he is con- distance on both the produce the fronted with a rate of \$2.50 per settler has to sell, as well as on

ton. This puts the Prince Rupert tance of 71 miles, in car lots, 8 jobber clean out of business on cents, as against Terrace to goods which happen to be manu- Prince Rupert, 94 miles, 15 cents. factured in the South. On goods Lytton to Vancouver, 186 miles, which are manufactured in the 10 cents, as against New Hazel-

basis; but the difference is not Kamloops to Vancouver, 251 great enough to enable us to se- miles, 16 cents, as against Telkwa cure all the business. As all the to Prince Rupert, 235 miles, 22

very small margin in our favor 23 cents, as against Vanderhoof on such goods, and the very large to Prince Rupert, 397 miles, 31

difference in the freight rate on

ver, as compared with Edmonton that they would have a chance to to Prince Rupert. The rate from exist, but now that the road has Edmonton to Vancouver on but- been open for approximately ter is \$1.35; the rate from Ed- year we find conditions no better, monton to Prince Rupert is \$1.74. and some trade which we hoped Did it ever occur to you that a for on completion of the railroad! person could ship butter from is just as far from us as ever.

In the first place I wish to draw over the G. T. P. dock or pay 50 meat from Edmonton here, but taken up with a different departyour attention to the impossible cents per ton extra should he care this matter will be brought to ment.

Alaska, or Yukon points, or magnitude which looks as if it serious consideration is the mat-Northern B. C. points. While you would materialize in the very near ter of claims on your steamship have no boats doing business or future is the beginning of the lines. We are at a loss to know! making calls at a good many of construction of a railroad in why so much time should be these points still we feel that as Alaska, from some point at or needed for the settlement of a feeder for your railway, boats near Seward. . We feel that ow- claims arising on shipments beshould be put on and freight ing to our geographical location tween here and Vancouver or Serates made to these various we should be in a position to get attle. At the present time it takes points that would put us on at a good share of that business, as anywhere from six months to least an equal basis with jobbing with a direct boat service from ever and ever to get a claim paid. houses in the South. The follow- Prince Rupert to Seward it would We can understand, on a shiping are a few comparisons: be possible to ship enormous ment that has its origin at some The freight rate on general quantities of merchandise of all distant point, and is handled by merchandise from Seattle to Ket- kinds through here in bond, and several transportation companies, chikan is \$3 per ton, whereas the this Board is desirous of knowing why it should require considerrate from Prince Rupert to Ket- whether the G. T. P. contemplate able time to trace the definite rechikan is \$4. 12 1-2. The rate operating a direct boat service sponsibility of the cause for a from Seattle to Wrangel, Juneau, from here to, say Seward, or any claim; but on shipments originat-Treadwell and Petersburg is \$4 other point which may be named ing on your dock in Vancouver, per ton; the rate from Prince Ru- as the terminus of this new Alas- Victoria or Seattle for direct shipment to your own dock at \$4.12 1-2 per ton. The rate from At the present time Prince Ru- Prince Rupert, we cannot under-

ashionable Ladies' Gents' Alberts, sent with the watch, which

butter from Edmonton to Vancou- that conditions would so change

Edmonton to Prince Rupert via Thanking you on behalf of the Vancouver for 9 cents per hun- Board for your careful consider-

Yours truly,

F. G. DAWSON.

to the points in Alaska, and espe-Trunk Pacific Railway, and at its age. Consequently a shipper plaint regarding the time con- road, he was not prepared to must of necessity have his fish go sumed in landing a car of fresh speak, as this matter had to be

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