REPORT OF THE COMMISSION

—RESPECTING—

FREIGHT TARIFFS

—ON—

FRUITS AND AGRICULTURAL PRODUCTS

—ON THE—

CANADIAN PACIFIC RAILWAY.

THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

VICTORIA, B. C.:
Printed by RICHARD WOLFENDEN, Printer to the King's Most Excellent Majesty.
1902.

REPORT

Of R. M. Palmer, Joint Commissioner of the Provincial Government and the Canadian Pacific Railway Company, to enquire into the question of freight rates on farm produce in the Province of British Columbia and the improvement of shipping facilities in respect to such products.

By Command.

J. D. PRENTICE,

Minister of Finance and Agriculture.

Provincial Secretary's Office,
February 12th, 1902.

Victoria, 14th March, 1901.

R. M. Palmer, Esq.,
Department of Agriculture, Victoria.

Dear Mr. Palmer,—Herewith find enclosed a letter from Mr. Geo. McL. Brown, Executive Agent of the C. P. R., to Mr. Peters, District Freight Agent, Vancouver. You are hereby authorised to discuss freight matters with Mr. Peters, so far as they affect agricultural produce in this Province, and other matters which may affect the farmers' interests, in so far as the C. P. R. is concerned. In returning to Victoria, you will be in a position to enter upon your duties as a Special Commissioner in respect of the matters in question, and I will then give you more definite instructions as to the course to pursue.

Yours truly,
(Signed) J. H. Turner,
Minister of Agriculture.

Victoria, 19th March, 1901.

R. M. Palmer, Esq.,
Department of Agriculture, Victoria.

Dear Sir,—With further reference to our former conversations and my note of the 14th instant, you are authorised to confer with the C. P. R. authorities in relation to freight rates on farm produce, and to co-operate with them with a view to adjusting any grievances which may exist and of promoting the sale of British Columbia products in British Columbia and the North-West, so as, as far as possible, to conserve the market in this Province to our own people.

For this purpose the Government has decided to commission you to devote yourself for the next two or three months, or as long as may be necessary, to this work. Your name suggested itself to my mind as a fit and proper person to undertake this mission, owing to your familiarity with agriculture in this Province and your knowledge of the economic conditions governing the industry; and as such I recommended your appointment, as in every way more satisfactory to the farming community than the bringing in of an outside Commissioner, as was at first proposed by the Canadian Pacific Railway Company.

You are expected, therefore, after a conference with the officials of the C. P. R. freight department, and obtaining the necessary authority to act on their behalf in dealing with the farmers, to thoroughly acquaint yourself with the tariff of rates so far as British Columbia

and the North-West are concerned, and also the tariff in respect of produce imported into British Columbia from the United States and from Eastern Canada. You are further expected to enquire fully into the requirements of the agricultural industry, so far as British Columbia is concerned, and into any grievances that may at present exist, and to do your utmost to so adjust the freight rates as to be satisfactory to the farming community dependent on markets for their produce and to further the object in view, viz., the development of inter-Provincial and inter-sectional trade.

I may add that the arrangement is satisfactory to the Canadian Pacific Railway Company, the officials of which have cheerfully accepted and acted upon the proposal, and I therefore bespeak for you their very cordial co-operation in bringing about a reasonable adjustment of the whole question of freight rates, so far as they affect the farmer.

Yours truly,

(Signed) J. H. TURNER,

Minister of Finance and Agriculture.

VICTORIA, B. C., February 10th, 1902.

To the Honourable
the Minister of Finance and Agriculture.

SIR,—In accordance with the instructions contained in your communication of March 19th, 1901, I at once proceeded to Vancouver, and after interviewing the following officials of the Canadian Pacific Railway Company, viz: Mr. G. M. Bosworth, Freight Traffic Manager; Mr. W. R. McInnes, Assistant Freight Traffic Manager; and Mr. F. W. Peters, General Freight Agent, completed arrangements for carrying out the objects of the commission.

From the commencement of the work to its close every facility and opportunity desired was given by the Canadian Pacific Railway Officials, and I was assured it was their desire to remove any grievances which might exist, and, if necessary, make such changes in freight rates and services as would further promote the marketing of fruit and farm produce and hasten the development of the country served by the Canadian Pacific Railway.

Through the courtesy of Mr. J. C. Metcalfe, Secretary of the Transportation Committee of the Central Farmers' Institute, I received information collected by him bearing upon freight rates and production, also correspondence relating thereto, which proved of considerable service.

The following places and districts were visited during the inquiry:—

Victoria, Vancouver, New Westminster, Lytton, Kelowna, Peachland, Penticton, Vernon, Galletly's Landing, Coldstream Ranch, Salmon Arm, Armstrong, Enderby, Mara, Revelstoke, Greenwood, Anaconda, Midway, Grand Forks, Nelson, Waneta, Rossland, Chilliwack, Harrison, Port Hammond, Mission City, Huntingdon, Abbotsford, Agassiz, Lumby, Hazelmere, Winnipeg, Brandon, Regina, Calgary, Lethbridge, McLeod and Fernie, wherever possible; also at British Columbia points public meetings were held for the discussion of the questions dealt with.

Special freight tariffs, naming rates and defining the conditions of shipment for fruits and farm produce, were issued by the Canadian Pacific Railway Company as follows:—

1.—Special Freight Tariff No. 628, on apples, fruit and vegetables, at owner's risk; released from stations on the Pacific Division to West Kootenay mining points, stations on Boundary Section, and on Crow's Nest Section; also to stations on Pacific and Western Divisions. Effective March 20th, 1901.

2.—Special freight tariff No. 629, on apples, fruit and vegetables, at owner's risk; released from stations on the Pacific Division to Vancouver, Westminster, Victoria and Nanaimo. Effective March 20th, 1901.

3.—Special Freight Tariff No. 630, on grain, flour, oatmeal, millstuffs and vegetables, in straight or mixed carloads, from stations on the Pacific Division to Vancouver, Westminster, Victoria and Nanaimo. Effective March 20th, 1901.

4.—Special Freight Tariff No. 631, on grain, flour, oatmeal, millstuffs and vegetables, in straight or mixed carloads; also hay in carloads, from stations on the Pacific Division to West Kootenay points, stations on Boundary Section and Crow's Nest Section, *via* Arrowhead B. C. Effective April 2nd, 1901. Superseding Tariff No. 568, March 28th, 1900.

And by the Canadian Pacific Navigation Company, as follows :—

5.—Special Freight Tariff No. 3, naming rates for transportation of freight between Victoria, Vancouver, Ladner's Landing, Steveston, Chilliwack, West Coast Points, Northern Coast Points and intermediate ports of call. Effective May 1st, 1901. Superseding all previous tariffs.

These tariffs formed the basis upon which questions of freight rates and service affecting agricultural interests were considered at the meetings held, or discussed with individuals in the districts visited.

Copies of these special tariffs are attached to this report.

During the progress of the work, based on information obtained and knowledge of the conditions appertaining, recommendations were made, from time to time, to the officials of the Canadian Pacific Railway Company regarding freight rates and service, resulting in the following special rates and concessions being made :—

6.—Special Rate No. P. 1/94, taking effect May 27th, 1901 ; covering the shipment of fruit box shooks and veneer fruit packages between Vancouver, Port Moody, New Westminster and points along the main line of the Canadian Pacific Railway as far as Revelstoke, and points along the Shuswap & Okanagan branch line, and Okanagan Lake ports.

This special rate covered a reduction of from 20 to 50 %, according to distance from shipping point, on the rate which applied to similar shipments previously. The object of this rate was to encourage the use of modern improved packages for shipping fruits.

7.—Special Rate No. P. 1/95, taking effect May 28th, 1901 ; covering the shipment of fresh fruits in less than carloads between Kamloops and intermediate points and Vancouver, Victoria, New Westminster and Nanaimo.

Interior points, through this special rate, obtained a reduction of 33 % on the rates previously in force on fresh fruit shipments.

8.—Supplement No. 1 to Special Freight Tariff No. 628, on apples, fruit and vegetables at owner's risk ; released from stations on the Pacific Division to West Kootenay mining points, stations on Boundary Section and on Crow's Nest Section, allowing the shipment of mixed carloads of apples, fruit and vegetables at the rates applying respectively to straight carloads. Effective, June 5th, 1901.

The object of this concession was to facilitate trade and to meet the requirements of buyers and sellers of fruits and farm produce, particularly in early shipments. It has proved a most valuable concession.

9.—Supplement to Special Freight Tariff No. 3, Canadian Pacific Navigation Company, naming rates for transportation of freight between Victoria, Vancouver, Ladner's Landing, Steveston, Chilliwack, West Coast Points, Northern Coast Points and intermediate ports of call. Effective, August 1st, 1901 ; superseding all conflicting rates in tariff No. 3.

This supplement covers reductions in rates on shipments of fruit and farm produce generally, including hogs, between Chilliwack and intermediate points and coast points, and includes also a reduction of one-half on through shipments in wharfage charges, as provided for in Special Freight Tariff No. 3. In this connection, also, the dates of sailing of the steamer on the Chilliwack route were changed to meet the wishes of residents of that district.

10.—Special Rate No. P. 1/119, in effect from July 16th, 1901, to August 11th, 1901. This special rate allowed the shipment of carloads of potatoes from Okanagan points, including the lake ports, to West Kootenay points, at the special rate given in Tariff No. 631, with minimum weights of 24,000 pounds in place of 36,000 pounds. The object of this concession —which was freely used—was the encouragement of trade in early potatoes between the points named.

11.—Special Rate No. P. 1/131, taking effect August 13th, 1901. This rate provided for the shipment of rye in carloads from Okanagan Lake points to Armstrong and Enderby, at a reduction of $2 per ton from the rate previously in force.

12.—Special Rate No. P. 1/136, taking effect August 15th, 1901. This rate provided for the shipment of green vegetables, including potatoes, from Okanagan points and lake ports to Calgary at a reduction of rather more than 30 % from the ordinary classification rate.

13.—Special Rate No. P. 1/76. This provided for the shipment of fresh fruit at a nominal rate from Trout Creek and Peachland to Kelowna, and for re-packing and shipment from that point to North-West and Kootenay points. Its object was the development of trade in car lots with distant markets.

14.—Special Rate on stumping powder. This rate provided for the shipment of stumping and blasting powder in carloads, supplied through the Provincial Government at one-half the usual rate, and allowed the distribution of same in lots as required at points along the line of railway.

Up to the present time, unfortunately, this concession has not been taken advantage of, but no doubt will be in the near future.

15.—Special Rate on stock shipments. This rate provided for the shipment of stockers (young cattle) from Ontario points to points in the ranching districts of the Province, at $175 per carload, a reduction of $25 per car from the rate previously in force. It was made to meet the requirements of the ranching districts, in re-stocking, through the agency of the Provincial Live Stock & Dairymen's Association, and has been largely used.

16.—Wharfage charges on freight delivered at Kelowna. These are to be discontinued.

17.—Free transportation was granted to the expert fruit-packer engaged by the British Columbia Fruit Growers' Association to give lessons in grading, packing and shipping fruit to and from all points on the Pacific Division of the Canadian Pacific Railway, while engaged in this work during the past season, and to the agent of the British Columbia Fruit Growers' Association in charge of the car of fruit shipped to Winnipeg.

Two important matters in connection with the transportation of fruit to distant markets yet remain to be dealt with in a satisfactory manner, viz.: suitable refrigerator cars for carrying soft fruits, with which may be included arrangements for icing *en route*; and the making of quicker time between shipping points and destination than ordinarily.

The attention of the Canadian Pacific Railway officials has been drawn to these questions, and the service has been improved in both respects.

With the development of the fruit-shipping trade, it will in time become possible to give a special, expedited fruit service, such as is in operation between fruit-growing centres in California and Oregon to this Province. At the present time it must be recognised that the comparative insignificance of the fruit business in British Columbia renders it difficult to arrange for the use of first-class refrigerator cars and give the fast service required—just at the time they are wanted.

Owing, in part, to the unfortunate strike which prevailed amongst track employees of the Canadian Pacific Railway during the summer of 1901, some contemplated improvements in freight service and shipping facilities, concerning which representations had been made, have been laid over, but will be dealt with, I am assured, during the season of 1902. Other representations are still under consideration by the Canadian Pacific Railway officials. Amongst these are a way-freight service between points along the Mission Branch of the Canadian Pacific Railway and the cities of New Westminster and Vancouver, and improved shipping facilities from Armstrong and Enderby.

It is with much pleasure I am able to report that the crops of fruit and farm produce raised during the past season in the districts tributary to the Canadian Pacific Railway have been well marketed. Prices have ranged higher than in preceding years, especially in the case of apples and other fruits. This, in conjunction with favourable rates and better service, has resulted in a marked improvement in the condition of the agricultural community generally. The outlook for the future is brighter and fully justifies the hopeful feeling existent.

One of the greatest difficulties with which the shipper of fruit and farm produce has had to contend, and which can only be overcome gradually, has been the inadequate supply available compared with the demand. The impossibility which often existed of making up carload lots prevented the utilisation of carload rates. Shipments were often not sufficiently large to command the attention of wholesale dealers, and on this account prices would be cut to make quick sales and escape storage charges, and consignments would be placed with small dealers outside the regular trade channels to the detriment and disadvantage of the trade generally, but particularly of the unfortunate shipper. Some districts now produce on a large enough scale and are sufficiently well organised to avoid these troubles, but not all. And I wish to urge the importance of systematic endeavours to increase production—particularly of fruits and early vegetables. There are thousands of acres of land in the Kamloops, Okanagan and Osoyoos Districts, especially well-adapted to these purposes, but which at present are in large holdings and used for stock-ranching or wheat-growing purposes. The sub-division of these lands into small holdings, where water is available, in conjunction with the building of irrigation ditches, would furnish homes and opportunity for profitable occupation of suitable settlers, build up towns, and in every way inure to the well-being of the Province.

The growing of small fruits, of varieties which will stand transportation, is capable of indefinite extension far beyond present prospects of increase. At none of the points visited during the season in Manitoba, the North-West Territories, or East Kootenay, had the supply of small fruits been adequate, and the dealers everywhere asked: "Why do you not send us more strawberries and other small fruits?"

In 1901, for the first time, Winnipeg imported strawberries in carload lots. These all came from the Hood River District, in Oregon, arrived in good condition, and proved entirely satisfactory. Four carloads were imported, on which the freight charges and duty alone amounted to $3,000. This fruit was grown under conditions of soil and climate similar to those of portions of the Okanagan and Kamloops Districts, where at present the home demand for this fruit is insufficiently supplied.

During the time of my trip to market points, information as to prices and market conditions was furnished to shippers. The following letter sent from Winnipeg in August, 1901, indicated the situation in regard to fruits at that time:—

"WINNIPEG, August 1st, 1901.

"The markets for fruit in Manitoba and the North-West Territories are in a very healthy condition. The magnificent wheat crop of the country is fast ripening and will soon be finding its way to market. This will make money plentiful and still further increase the demand for fruit. At the present time all fruit is scarce and high in price. Plums and Bartlett pears from California, and water-melons from Georgia, are most in evidence. In Winnipeg, the wholesale fruit trade is controlled by a Fruit Exchange, whose members are the wholesale dealers. Uniform prices are made to retail dealers, and the supply is regulated to avoid a glut of fruit at any time. Short credit only is given, and the system is apparently satisfactory to all concerned, except, perhaps, those who are looking for bargains in cheap fruits. British Columbia fruit will meet with active competition in all North-West markets, with fruit from Oregon, Washington and Ontario, and it is most important that great care should be exercised in packing and grading the fruit shipped. In plums, especially, it is necessary to be careful; the fruit should be uniform in degree of ripeness and in size, and gathered in that condition which will permit of the fruit 'standing up' several days after reaching destination. Packages should be well filled, so that each crate will contain not less than 24 lbs. net weight of fruit.

"California fruit is preferred by retail dealers, principally on account of its keeping qualities. It is freely admitted that British Columbia fruit which arrives in good condition is superior in quality and flavour, but, unfortunately, many of the plum shipments from the Fraser Valley, in recent years, have arrived in soft condition and could not be marketed satisfactorily; hence, loss and disappointment to all concerned. On the other hand, fruit from the Okanagan Valley has arrived in fine order, firm and well packed, and has given great satisfaction; consequently, there will be plenty of competition amongst buyers for fruit from this district. Freight rates are in favour of the British Columbia shipper, as against shippers from the United States.

"The rate from California points to Winnipeg on fruit in carload is $1.40 per 100 lbs., with icing charges of 10 cents per package on plums and peaches, and 20 cents per package on pears and apples. From Oregon and Snake River points the rate is $1.25 per 100 lbs., from Washington points $1.12½ per hundred, with icing charges of $25 per car, as against $1 per 100 lbs. from British Columbia points, and lower icing charges.

"It is estimated that at least 50 carloads of pears, peaches and plums will be required for the Winnipeg trade during the present season of 1901.

(Signed) "R. M. PALMER."

Up to the season of 1901, Winnipeg and Brandon were the nearest wholesale distributing points for fruit on the line of the Canadian Pacific Railway east of British Columbia; but the rapid settlement of the great North-West has brought about corresponding changes in the distribution of fruits as well as other commodities.

The McPherson Fruit Co., in 1901, established a wholesale supply depôt for fruits and produce at Calgary, and distributing rates were made from that point to Lethbridge and intermediate points south, Edmonton and intermediate points north, and to points east along the main line of the Canadian Pacific Railway.

As a natural result of this trade development, carload shipments of British Columbia fruit, such as apples, plums and pears, are necessary to maintain the advantage in realised net

prices, which properly belongs to fruit-growers of this Province, in supplying the requirements of these sections.

A matter of considerable importance in connection with the shipment of plums and peaches is that the average net weight of fruit in the ordinary four-basket shipping-crate is 4 lbs. less in the British Columbia than in the United States package. This does not mean that the British Columbia grower is endeavouring to sell light weight packages of fruit, but indicates a misunderstanding of the competition he has to meet. As a matter of fact, the smaller package is at a disadvantage in every way, as it appears by comparison to be only partially filled, and the price realised is generally less in proportion than the actual weight of fruit would justify. No one is deceived but the shipper, as the wholesale merchants discriminate in price to their customers, and the retail buyer is always better satisfied with a well-filled package, even at a higher price.

In a printed price list of fruits issued by the McPherson Fruit Co. at Calgary, August 23rd, 1901, the attention of their customers is drawn to the British Columbia packages in the following note :—

"Please remember that California and Washington plums weigh 5 lbs. more per crate than British Columbian."

Washington plums were quoted at $1.70 per crate; British Columbia plums at $1.10 per crate. Further comment is hardly necessary.

Freight rates on carload shipments of British Columbia fruit to Calgary are from 60 cents to 90 cents per 100 lbs. lower than on similar shipments to this point from California, Oregon or Washington.

It may be mentioned here that the transportation of small fruits, such as strawberries, raspberries, blackberries and cherries, is carried on by the Dominion Express Co., their cars being attached to the regular express service from British Columbia points to outside markets, both in the Kootenays and Slocan and North-West.

The rates charged compare most favourably with rates on similar shipments carried by United States Express Companies, in some instances are 40 per cent. lower over equal distances. Besides this, special efforts have been made to assist the marketing of fruit and to encourage and develop the fruit-growing industry.

KOOTENAY MARKETS.

The principal markets of West Kootenay—Nelson and Rossland—were found to be supplied with early garden produce, such as asparagus, rhubarb, turnips, beets, green onions and spinach, almost entirely from United States sources, shipped in by way of and usually wholesaled from Spokane. The markets were well supplied, and on inquiry it was found that United States-grown garden produce was perferred to that which had been sent in from British Columbia sources :—

1. Because of the more neat and handy size of the packages used and the careful methods of packing followed :
2. The continuity of supply, early shipments coming originally from California, later ones from Oregon, and later still from Washington :
3. The possibility of supplying trade requirements in other lines, such as fruits, tropical and otherwise, and groceries, when buying vegetables, and thus making up carload shipments, and taking advantage of carload rates on the whole :
4. The shorter time required to reach these markets from Spokane, as compared with British Columbia shipping points.

One notable exception was found to exist in the case of greenhouse lettuce, shipped in from Victoria by express, which had displaced the United States grown lettuce on account of its superior quality, so far as the supply available would permit. A similar condition of affairs in regard to early vegetable shipments existed in the Boundary District markets—Grand Forks, Greenwood and other towns—until the local supply of vegetables produced in the famous Kettle River Valley became available, when importation ceased.

There is no reason why a good proportion of the demand for produce of this character should not be supplied from British Columbia sources, but to displace United States grown produce it is imperative that the methods of packing, grading and shipping adopted by United States growers should be closely followed, and a continuous supply of vegetables in season planned for by those catering to this trade.

The demand for winter vegetables in both East and West Kootenay markets is already chiefly supplied from the Okanagan and Thompson Valleys. The business is on a sound basis, as the market requirements are understood, and under the provisions embodied in Special Tariff No. 628 and the supplement thereto, the freight rates and service are satisfactory.

The greater portion of the fruit of all kinds supplied to West Kootenay markets also came from United States sources, and owing to the proximity of the fruit-growing districts of Eastern Washington to these markets, and the low prices usually prevailing there for fruit, these are difficult markets for British Columbia shippers to supply at remunerative prices.

The supply of early fruits, maturing in advance of those of Eastern Washington or British Columbia, naturally comes from California and Oregon sources, *via* Spokane, under conditions of shipment similar to those of early vegetables. On the 18th August, 1901, peach plums (the earliest good market variety), of similar quality to those produced in the fruit sections of the Okanagan Valley, B. C., were laid down at Nelson from Myers Falls, Washington, for 80 cents per crate of 22 to 24 lbs. net weight, freight and duty paid. At this time, peach plums were being marketed freely from British Columbia in North-West and East Kootenay markets, netting from 75c. to $1 per crate at the point of shipment, express or freight charges being paid by the consignees. This is not a solitary instance, but fairly indicates the prevalent market condition for fruits and the reason why West Kootenay merchants invariably stated that British Columbia growers wanted too much for their fruit, and British Columbia fruit shippers almost invariably considered that freight rates on fruit on the C. P. R. were too high. It was evident that no possible reduction in freight rates would at all times divert British Columbia fruit shipments to Kootenay points, provided that growers and shippers were informed as to prevailing prices in other accessible markets.

Naturally, therefore, the larger portion of the fruit crop of British Columbia for 1901, available for export, found its way to Manitoba, North-West or East Kootenay markets, where it competed on more favourable terms with United States grown fruit.

This condition, with some modification, may be expected to continue, although, as a result of the concessions previously referred to under Supplement No. 1 to Special Tariff No. 628, mixed shipments of fruits and vegetables to Nelson have given satisfactory returns to shippers, and much larger shipments of fruits, including apples, have been made than in any previous season.

Owing to the unfortunate labour troubles at Rossland, this point—which naturally would furnish a more favourable market than Nelson, owing to the higher rate on fruit going there by United States lines—was unable to take advantage of the concessions made.

As instancing the nearness of the source of supply, it may be mentioned that during the season of 1900 apples, plums and prunes were hauled to Rossland by waggon from Bossburg and distributed direct to consumers.

Potato Shipments.

Usually the opinion was held by growers that lower freight rates should be made, and that a reduction in these meant an increase in the prices paid to growers for produce shipped, and this, while true in some instances, is just as erroneous in others, as demonstrated forcibly by enquiry into the cause of the low prices paid to growers of potatoes shipped from the districts of Kamloops, Ashcroft, Salmon Arm and the Okanagan Valley to the West Kootenay markets during the shipping season of 1900. Potatoes are carried by the C. P. R. from Okanagan common points to Nelson common points for 25c. per 100 lbs. in carload lots, and from Kelowna or Kamloops common points to same destination for 28c. per 100 lbs., the length of haul ranging from 260 to 350 miles.

From Spokane and Colville Valley points potatoes are carried *via* the Spokane Falls & Northern Railway to Nelson or to Rossland, *via* the Red Mountain Railway, for 25c. per 100 lbs. in carloads. The haul is much shorter, ranging between 50 and 200 miles less than from B. C. shipping points.

The customs duty required to be paid on potatoes imported into Canada from the United States is 25c. per bushel, or approximately $5 per ton of 2,000 lbs, so that British Columbia shippers have an advantage of that amount, other things being equal, over the United States shipper. Competition, however, to supply the requirements of the market between growers and shippers of the British Columbia districts was such that prices for the main crop shipments were reduced to a very low figure. Potatoes were wholesaled at delivery points as low as $13 per ton, and Kelowna growers reported net returns as low as $7.50 per ton in some instances.

As the United States grower demands from $9 to $10 per ton for potatoes at point of shipment, it is evident that prices were reduced to an unreasonable extent, and the United States product would have been just as effectually excluded if prices had been maintained at least $5 per ton in advance of those actually realised. This difference, while hardly noticeable in retail prices of potatoes, is sufficient to make the business of potato-growing very profitable or the reverse.

Unfortunately, the market conditions were not generally understood by our farmers, and the C. P. R. was asked to reduce rates—already low—with the idea that any reduction secured would accrue to the grower. It is evident, however, in this case, that lower freight charges really meant lower prices to the Kootenay wholesale buyer, at the expense of the transportation company.

Co-operation between the different potato-growing districts is essential, if fair prices are to be maintained in Kootenay and other outside markets; and also to prevent overstocking at any point. The ease with which the potato crop can be produced renders the product particularly subject to fluctuation in price, and there is considerable danger of the crop becoming a nonpaying one, despite favourable transportation rates and protective duty, unless intelligent methods of marketing are generally adopted.

Sufficient attention has not been given to the demand for potatoes early in the season for shipment to Dawson City and other northern points. This trade requires sound, well-ripened tubers—white skinned preferred—and they must be delivered at coast points, Vancouver or Victoria, for re-shipment north not later than the 10th September. This demand is estimated at 1,500 tons annually.

Up to the present time the greater portion of the potatoes shipped north from British Columbia ports have been imported from the United States. Victoria District has furnished a portion, and some have been drawn from the high lands of the Fraser River. The districts named and early locations in the Okanagan and Thompson River Valleys could easily supply the total amount required, and the line of production indicated would relieve other markets for later crops and probably prove more profitable than the latter, judging by the prices realised for early potatoes during the past two seasons. Carload shipments are necessary to take advantage of the special rates given in Tariff No. 630, and care is necessary in the selection of varieties to ensure having well-matured tubers, and also in the use of water in districts where irrigation is practised, for the same reason. The water must be withdrawn from the field sufficiently long before digging the crop to allow the tubers to ripen perfectly, or they will not stand shipping.

Complaint was made both by shippers and consignees of losses in shipment of early potatoes to Kootenay markets, resulting from the heating of the potatoes in transit in the cars. The losses were found to be due to the immature condition of the potatoes, which rendered them specially liable to heat, and the neglect of arranging for ventilation and circulation of air throughout the car when loaded.

Recommendations were made to shippers; more attention has been given to these matters during the past season, and the loss has been much less; but it is evident that to avoid altogether the risk of loss, regulations covering the ventilation of cars of potatoes or vegetables in transit are necessary on the part of the transportation company, requiring their servants to see that this is provided for.

HAY SHIPMENTS.

While the yearly hay trade between the Okanagan Valley and Thompson River Valley districts and the Kootenay and Boundary markets has been very large, it has not been altogether satisfactory to either buyers or sellers. In some instances it was claimed that freight rates were too high and partly responsible for the existing dissatisfaction.

Enquiry at Kootenay and Boundary market points shewed that United States hay, grown in the Colville Valley, Eastern Washington, was preferred by buyers to that usually shipped in from British Columbia sources, because it was composed of clean, bright timothy, cured green; whereas the British Columbia hay usually consisted of timothy, more or less mixed with clover and wild grasses, and was not so well cured. Comparison of different samples of hay proved the contention was well founded, and that the fault rested with the growers.

Freight rates on hay from the Colville Valley to Nelson *via* the Spokane Falls and Northern Railway, or to Rossland *via* the Red Mountain Railway, are practically the same as from Okanagan points to these markets, by the Canadian Pacific Railway, while the length

of haul on the latter is greater by at least 100 miles; so that, given an equally good quality of hay from either source, British Columbia growers should have the amount of the duty on imported hay—$2 per ton—to their advantage. Whereas, enquiry at Nelson, Rossland and Grand Forks shewed that the average price realised for United States hay was from $2 to $3 per ton higher than for the British Columbia hay, and the greatest demand was for the former.

I am pleased to report that special efforts were made by Okanagan and Thompson Valley hay-growers, during the past season, to meet market requirements. The hay crop generally was saved in fine condition, and compares much more favourably with the United States hay than in previous seasons.

In this connection, credit is due to the Brackman-Ker Milling Company, which does a very large trade in hay and feed products with the Kootenays, and used its best endeavours to foster and develop the hay trade with British Columbia growers. By means of circular letters and through the press, information was conveyed to farmers and dealers as to market conditions and requirements and methods of curing necessary to secure the quality of hay in demand.

Certain districts will always produce hay more suitable for market than others, and it is advisable in districts where the requisite quality and colour are not attainable to feed the hay on the farm, turning it into beef or butter, rather than to attempt to force sales in distant markets—which is equivalent to inviting trouble—and is also apt to disturb market prices for better quality hay.

During the "boom" period of the Kootenays, when railway construction and the building up of the centres of activity were in full swing, the demand for hay was so extensive that buyers were glad to get supplies from all sources, and all qualities were saleable; but with the steadying of trade conditions consequent on the passing of this period, supply and demand became equally balanced. Buyers discriminate, and dealers are obliged to consider carefully the requirements of their customers, with the net result that only first-class hay is wanted and should be shipped to this market.

Northern Hay Trade.

Besides the markets mentioned, another extensive one is open to British Columbia hay in Dawson and other Northern towns and mining centres. This market, however, is even more exacting in the quality demanded than the former. The higher irrigated lands of the Thompson River and Okanagan Valleys will produce the quality wanted, but special attention must be given to the curing process to secure the requisite colour and quality. Hay for this trade also requires to be baled in very small compass, and special presses are used for this work. I am glad to report that more attention has been given to the curing of the hay crops in the districts mentioned having this trade in view. The Brackman-Ker Milling Co. has made a specialty of the trade, and the Canadian Pacific Railway has given a special rate for carrying the product to coast points.

While shipments made during the last two seasons have not been satisfactory, market requirements are now better understood and appreciated, and the quality suitable for shipment should increase yearly.

Butter and Eggs.

The supply of first-class fresh creamery butter and strictly fresh eggs for the principal towns of the Kootenay and Boundary Districts, is drawn chiefly from Spokane, and one firm which makes a specialty of the business handles the larger part of the trade. The demand is not fully supplied, although high prices are realised, and the firm referred to would be glad to draw supplies from British Columbia points, although a United States house.

During the past two years more attention has been given to poultry farming in the districts of the Province which naturally look to the mining towns as their market, that is, along the main line of the Canadian Pacific Railway east of Agassiz and the Shuswap and Okanagan branch lines. The Dominion Express Co. is also paying attention to the trade in fresh butter and eggs, and at present does practically all the carrying. The business is profitable, and it may be confidently expected that the output will gradually increase.

As soon as the trade is sufficiently large to justify the step, the Canadian Pacific Railway has intimated its willingness to establish a weekly refrigerator way-car service between the districts mentioned, similar to that in existence between Manitoba and North-West points and British Columbia points for the carriage of dairy products, eggs and dressed meats, at special rates.

Ordinary trade qualities of butter and eggs are shipped in carload lots from North-West and Manitoba points to Kootenay and Boundary markets; but these do not interfere with the sale of strictly first-class products, which command fancy prices for table use.

REVIEWING THE SITUATION.

The conditions confronting the farmers and fruit-growers of British Columbia who live in the districts traversed by the Canadian Pacific Railway are certainly unique. They are extended along the routes of rail and water-way for a distance of 450 miles. The different settlements are but very slightly in touch with one another, and the class and quality of the products raised vary in accordance with the differences of soil and climate occurring.

The markets open for produce raised may be classed in three divisions :—

1. The Coast Cities, with which may be included the Northern trade :
2. The Kootenay, Boundary and Slocan mining town and camps :
3. The Manitoba and North-West markets.

These all present different features, and by means of special freight rates have been brought within reach of shipments.

The competition which has to be met in these different markets comes from different sources, under greatly varying conditions, and as a consequence prices of produce in the respective markets vary considerably. Besides this, the proportion of the total amount of produce required in these markets which can, under present conditions, be supplied from British Columbia sources is a very small one.

It is evident that the trade of the Kootenays and the Boundary District cannot be secured without a full measure of co-operation between producers and the Canadian Pacific Railway Company to meet the advantages of nearness to the principal market points possessed by United States producers, the cheap land available for farming and fruit-growing purposes, and shorter length of haul. The Canadian Pacific Railway has evidenced its desire to meet the requirements of the situation by making transportation rates and service favourable. Increased production and wise distribution of the produce raised are two most important factors with which the grower is, or should be, concerned in British Columbia. It is also evident that to enable growers and shippers to obtain the highest prices for products, and to distribute these so that unnecessary competition is avoided, it is important that they should at all times be able to get reliable information as to market conditions and prices generally, and also as to the methods of harvesting, packing, shipping and marketing followed by their competitors. I venture to think this work could well be undertaken by arrangement between the Provincial Government and the Canadian Pacific Railway Company, and would, efficiently carried out, prove of the greatest service to the agricultural interests of the Province at large.

Attached to this report are copies of resolutions passed at meetings of Farmers' Institutes at Vernon, Kamloops, Langley, Mission, Chilliwack, Victoria, Enderby and Armstrong, and at the annual meeting of the British Columbia Fruit-Growers' Association, 1902, held at Vancouver, bearing out the opinion expressed of the usefulness and value of such information, and approving the results already obtained.

In conclusion, owing to the limited time available for the work, the great extent of country which was necessarily travelled over—making it impossible to remain long in any particular district or market,—and recognising that conditions of trade, markets and transportation are constantly changing, this report is presented with the knowledge that it will but partially meet the requirements of the Commission authorising the work; but trusting that sufficient has been accomplished to justify its continuance on a larger and broader scale, and in the hope that a better understanding has been brought about between the Canadian Pacific Railway Company and the farming community served by its system, and a basis established for the future profitable development of the interests concerned.

I have the honour to be,
Sir,
Your obedient servant,
R. M. PALMER,
Commissioner.

Copy of Resolutions passed at the Okanagan Farmers' Institute at Vernon, December 13th, 1901.

"*Resolved*, That Mr. R. M. Palmer be cordially thanked by this meeting for the good work he has accomplished in getting freight arrangements for fruit and farm produce placed on an equitable basis."

"*Resolved*, That it would be to the benefit of this district if information concerning market conditions in the Kootenays, North-West Territories, and other markets, were available during the shipping season for fruit and farm produce, and that Mr. Palmer be asked to submit a copy of this resolution to the Honourable the Minister of Agriculture for British Columbia."

(Signed) H. PERCY HODGES,
Secretary Okanagan Farmers' Institute.

Copy of Resolution passed at the annual meeting of the Kamloops District Farmers' Institute.

KAMLOOPS, B. C., January 18th, 1902.

"*Resolved*, That this Institute indorse the resolution of the Okanagan Farmers' Institute. 'That it would be to the benefit of this district if information concerning the market conditions in the Kootenays, North-West Territories, and other markets, were available during the shipping season for fruit and farm produce, and that Mr. R. M. Palmer be asked to submit a copy of this resolution to the Honourable the Minister of Agriculture for British Columbia.'"

LANGLEY, B. C., January 20th, 1902.

Mr. R. M. Palmer, Victoria, B. C.

SIR,—The following resolution was passed at the annual meeting of the Langley Farmers' Institute, held on the 18th January, 1902.

"*Resolved*, That the members of this Institute indorse the resolution as passed by the Okanagan Farmers' Institute, petitioning the Honourable the Minister of Agriculture to supply information concerning market conditions in the Kootenays, North-West Territories, and other markets, during the shipping season for fruit and farm produce, as it would be of benefit to this district."

(Signed) H. HARRIS, *President.*
" J. T. BRAMWELL, *Secretary-Treasurer.*

MISSION CITY, B. C., 25th January, 1902.

DEAR SIR,—At the annual meeting of our Institute a unanimous vote af thanks was tendered to you for your efficient services in the matter of reduction of freight rates on fruit and farm produce. The Institute will also be happy for you to address them on this subject at any date convenient to yourself before spring.

Yours truly,
(Signed) A. T. VERCHERE,
Sec. Mission Farmers' Institute.

R. M. Palmer, Esq., Victoria, B.C.

P. S.—Our Institute also indorses resolution of the Okanagan Farmers' Institute, herewith attached.

MISSION CITY, 3rd February, 1902.

DEAR SIR,—The following is a copy of a resolution passed by the Okanagan Farmers' Institute, and indorsed by the Mission District Farmers' Institute on the 24th January, 1902:

"That it would be to the benefit of this District if information concerning market conditions in the Kootenays, North-West Territories and other markets, were available during the shipping season for fruit and farm produce; that Mr. Palmer be asked to submit a copy of this resolution to the Hon. the Minister of Agriculture of British Columbia."

Hoping you may be able to act in accordance with above desires,

I am, etc.,
(Signed) A. T. VERCHERE,
Sec. Mission Farmers' Institute.

R. M. Palmer, Esq., Victoria.

Copy of Resolution passed at the Annual Meeting of the B. C. Fruit Growers' Association, January 23rd, 1902.

"*Resolved*, That this Association respectfully urges upon the Canadian Pacific Railway Company and the Government of British Columbia the necessity and importance of continuing the work carried on by Mr. R. M. Palmer during the past season in connection with the transportation and marketing of fruit and farm products of British Columbia, and that copies of this resolution be forwarded to the Hon. J. D. Prentice, Minister of Finance and Agriculture, and to Mr. F. W. Peters, General Freight Agent, C. P. R."

Copy of Resolution passed at the Annual Meeting of the B. C. Fruit Growers' Association, Vancouver, Jan. 23rd, 1902.

Moved by Mr. Thomas Cunningham, seconded by Mr. Tom Wilson and—

"*Resolved*, That whereas the Canadian Pacific Railway Company has, during the past year, manifested an earnest desire to encourage the development of the fruit-growing industry of British Columbia by material reduction in rates of freight from British Columbia to Manitoba and the North-West Territories, also to mining centres of the Province, and otherwise assisting our fruit-growers by many acts of courtesy and co-operation:

"Be it therefore *Resolved*, That this Provincial Fruit Growers' Association in annual meeting assembled desires to place on record its sincere and hearty thanks to the managers and officers of the said Canadian Pacific Railway Company for the kindly co-operative spirit in which they have met the desires and suggestions of the Executive and Directors of this Association:

"*Resolved*, That copies of this resolution be forwarded to Messrs. R. Marpole, F. W. Peters, E. J. Coyle, and to the Hon. Minister of Agriculture respectively."

VICTORIA, Jan. 25th, 1902.

At the annual meeting of the Central Farmers' Institute, composed of delegates from the various Farmers' Institutes of the Province, the following resolution was offered by Mr. Cade, seconded by Mr. Venables, and carried unanimously:

"*Resolved*, That the Institute desires to impress on the Government and the C. P. R., the necessity for continuing the special tariff commissioner, Mr. R. M. Palmer, in the work so ably conducted by him during the past season."

And it was further moved by Munroe Miller, and seconded by J. Churchland, and carried:

"That this Central Institute wishes to convey to the Government its appreciation of the services of Mr. R. M. Palmer in the arrangement and manipulation of freight rates, as well as the intelligent manner in which his reports are made, so made that all may readily understand what he wishes to convey:

"And, further, that we tender him our sincere thanks for his very excellent, entertaining and instructive report."

CHILLIWACK, B. C., February 4th, 1902.

R. M. Palmer, Esq.

DEAR SIR,—I beg to inform you that at our annual meeting held on January 31st, 1902, I placed your letter of 8th January before the meeting on January 25th, 1902. Every one spoke in the highest terms of the way you had succeeded in securing better freight rates both by steamer and rail, and we will be glad to take advantage of your kind offer to address our Institute in the near future. Our Institute passed the resolution enclosed herewith.

I have, etc.,

(Signed) G. W. CHADSEY.

Copy of Resolution passed by Chilliwack Farmers' Institute at the Annual Meeting held on January 31st, 1902.

Resolved, That we consider the reduction in freight rates during the last year on fruits, etc., over the Canadian Pacific Railway, has been of great benefit to this locality, and we would be pleased to have Mr. Palmer address this Institute at some future date, for the purpose of securing further concessions with the Canadian Pacific Railroad.

(Signed) G. W. CHADSEY,
Secretary-Treasurer,
Chilliwhack Farmers' Institnte.

ENDERBY, B. C., 20th February, 1902.

R. M. Palmer, Esq.,
Enderby.

DEAR SIR,—At a meeting of the Spallumcheen branch of the Farmers' Institute held in Enderby on the 19th inst., the members wish to record their high appreciation of the action of the Government and the Canadian Pacific Railway Company, to meet their interests.

A vote of thanks was unanimously carried for your able address.

Yours truly,
(Signed) H. W. HARVEY,
Acting Secretary.

At a meeting held February 20th at Armstrong, the following resolution was passed:—

That the Spallumcheen Farmers' Institute are pleased that the Government through Mr. R. M. Palmer have co-operated with the C. P. R. in obtaining a reduction in freight rates on produce, fruit, etc., to Kootenay, Coast and North-West markets, and we hope that in future the Railway Co. will keep the interests of the farmers in view in the same manner as they have recently done. Carried unanimously.

(Signed) W. P. HORSLEY,
Secretary-Treasurer.

Extract from letter from Manager Kelowna Shippers' Union re Freight Rates and Service.

KELOWNA, B. C., January, 25th, 1902.

R. M. Palmer, Esq.,
Victoria, B. C.

DEAR SIR,—I am in receipt of your letter of the 14th inst. I delayed answering it until we could get time to get out some details of the business we have done this past summer.

We shipped 6 cars of fruit to Calgary, 5 cars fruit to Nelson, 1 car fruit to Fernie, 2 cars of mixed fruit and vegetables to Nelson, 1 car of mixed fruit and vegetables to Cranbrook; total, 15 cars with fruit.

We shipped 17 cars of vegetables to Nelson, 2 cars to Calgary, 2 cars to Fernie, 4 cars to other Kootenay points; total, 25 cars vegetables.

Of hay we shipped 12 cars, and expect to ship about 29 in the next two months.

Now, heretofore we found it almost impossible to sell fruit in Nelson, and this year we sold five cars and two mixed cars of fruit and vegetables.

These figures speak for themselves, but at the same time I would point out that the Special Supplement No. 628 has not had a fair trial this year on account of the disturbance to business due to the Rossland strike. Rossland is the point where it might have been expected that this special concession on the mixed cars would have been of most benefit; the strike prevented us testing the working of it there.

Though, on the whole, we have every reason to be satisfied with the freight service, there are still some points that might be bettered.

(Signed) T. W. STIRLING.

CANADIAN PACIFIC RAILWAY (WESTERN LINES).

—o—

SPECIAL FREIGHT TARIFF (No. 628) ON APPLES, FRUIT AND VEGETABLES, AT OWNER'S RISK; RELEASED FROM STATIONS ON THE PACIFIC DIVISION TO WEST KOOTENAY MINING POINTS, STATIONS ON BOUNDARY SECTION, AND ON CROW'S NEST SECTION, ALSO TO STATIONS ON PACIFIC AND WESTERN DIVISIONS.

—o—

Effective March 20th, 1901.

FROM

STATIONS ON CASCADE AND THOMPSON SECTIONS

Hammond, *Haney, *Wharnock, *Ruskin, Mission Jct., *Maple Grove,	*Abbottsford, Sumas, *Nicomen, Harrison, Agassiz, *Ruby Creek,	*Hope, Yale, *Spuzzum, North Bend, Keefers,	*Kanaka, Lytton, *Gladwin, *Thompson Siding, *Drynock, Spence's Bridge,	*Spatsum, *Basque Ranch, Ashcroft, *Pennys, Savonas, *Cherry Creek,

TO

POINTS SHOWN IN NUMBERED GROUPS. (See next page.)	Apples in boxes or barrels, L. C. L.	Vegetables in Packages L. C. L.	Apples in boxes or barrels. C. L. Min. 24,000 lbs.	Apples, in boxes or barrels; and Vegetables in packages. Mixed C. L. Min. 24,000 lbs.	Fresh Fruit in Packages. (Peaches, Plums, Berries, etc.,) C. L. Min. 20,000 lbs.
	RATES IN CENTS PER 100 lbs.				
Group No. 1. Nelson, &c..	70	70	60	60	70
" 2. Cascade, &c.	80	80	70	70	80
" 3. Midway, &c.	85	85	75	75	85
" 4. Fernie, &c..	90	90	75	75	90
" 5. Macleod, &c.	95	95	80	80	95
" 6. Canmore, &c.	90	90	75	75	90
" 7. Calgary, &c.	95	95	80	80	95

To stations on Canadian Pacific Railway, Main Line, Shepard to Winnipeg, and to stations on Edmonton and Macleod Sections, and on all other branch lines, on apples, in boxes or barrels—C. L. Min. 24,000 lbs., 85c. per 100 lbs.

Fresh fruit, in packages (peaches, plums, cherries, berries, &c.), C. L. Min. 20,000 lbs.; also, apples, in boxes or barrels, and fresh fruit, in packages, mixed C. L. Min. 20,000 lbs., $1 per 100 lbs.

FROM

STATIONS ON SHUSWAP AND OKANAGAN SECTIONS, AND OKANAGAN LAKE PORTS

Kamloops, *Ducks, Shuswap, *Notch Hill,	*Tappen Siding, *Kualt, Salmon Arm, Sicamous Junction	*Mara, Enderby, Armstrong,	*Larkin, Vernon, Okanagan Landing	Kelowna, *Peachland, Penticton,

TO

Points Shown in Numbered Groups. (See below and next page.)	Apples, in boxes or barrels, L. C. L.	Vegetables, in Packages, L. C. L.	Apples in boxes or barrels. C. L. Min. 24,000 lbs.	Apples in boxes or barrels; and Vegetables in Packages. Mixed C. L. Min. 24,000 lbs.	Fresh Fruit in Packages. (Peaches, Plums, Berries, etc.) C. L. Min. 20,000 lbs.
	Rates in Cents per 100 lbs.				
Group No. 1. Nelson, &c..	60	60	50	50	60
" 2. Cascade, &c.	70	70	60	60	70
" 3. Midway, &c.	75	75	65	65	75
" 4. Fernie, &c..	80	80	65	65	80
" 5. Macleod, &c.	85	85	70	70	85
" 6. Canmore, &c	80	80	65	65	80
" 7. Calgary, &c.	85	85	70	70	85

To stations on Canadian Pacific Railway, Main Line, Shepard to Winnipeg, and to stations on Edmonton and Macleod Sections, and on all other branch lines, on apples, in boxes or barrels—C. L. Min. 24,000 lbs., 75c. per 100 lbs.

Fresh fruit, in packages (peaches, plums, cherries, berries, etc.), C. L. Min. 20,000 lbs.; also, apples in boxes or barrels, and fresh fruit in packages, mixed C. L. Min. 20,000 lbs., $1 per 100 lbs.

Note 1.—On mixed carloads of apples, vegetables and fresh fruits, minimum weight 20,000 lbs., the rates provided above for fresh fruit, will apply.

Note 2.—Rates on vegetables, straight carloads, and vegetables, grain, flour, etc., mixed carloads to Nelson, Cascade, etc., are provided in Tariff 631.

List of Points Comprised in Numbered Groups (Referred to on previous page).

Group No. 1.

Columbia River Landings:
*Halcyon,
*Leon,
Nakusp,
*Rock Island,
*Burton,
*Cariboo City,
*Fire Valley,
*Sanderson's Point,
*Van Houten Creek,
*Cape Horn,
*Little Deer Park,
*Dog Creek,
*Deer Park,
*Fritz,
*McCormicks,
*Sholto,
*Wilsons,
*Genelle's Mills,
West Robson,
Nakusp & Slocan Railway:
*Summit Siding,
*Hills,
Rosebery,
*Denver Canyon Siding,
*Alamo Concentrator,
*Three Forks,
Sandon.
Slocan Lake Ports.
New Denver,
Silverton,
*Gold Creek,
*Enterprise,
*Ashburn.
Columbia & Kootenay Railway:
Slocan City,
*Lemon Creek,
*Park Siding,
*Thrums,
Slocan Jct.,
*Bonnington Falls,
*Granite,
Nelson.
C. & W. Railway—Rossland Section:
*West Waterloo,
Smelter Jct.,
Trail,
*Warfield,
Rossland.
Kootenay Lake Ports:
*McDonald's Landing,
*Kokanee Creek,
*Balfour,
*Pilot Bay,
*Coffee Creek,
Ainsworth,
*Mile Point,
*Cedar Creek,
*Hendryx,
*Woodberry,
*Tam O'Shanter,
Kaslo.

Group No. 2.

C. & W. Railway—Boundary Section.

*Shields,
*Tunnel,
*Farron,
*Coryell,
*Fife,
Cascade.

Group No. 3.

C. & W. Railway—Boundary Section.

*Gilpin,
Grand Forks,
*Fisherman,
Eholt,
*B. C. Mine,
*Winnipeg Mine,
*Golden Crown Mine,
*Hartford Jct.,
Phoenix,
Greenwood,
*Mother Lode Mine,
*Boundary Falls,
Midway.

Note.—Freight for B. C. Mine, Winnipeg Mine, Golden Crown Mine and Hartford Jct. can be accepted with charges to collect, in which case waybills must be drawn on Eholt with destination shown.

GROUP No. 4.

Crow's Nest Branch.

Sirdar, Creston Jct., Creston, Kitchener, *Goat Fell, *Yahk,	*Tochty, *Aldridge, Moyie, *Swansea, Cranbrook, *Wanklyn,	*Porteous, Kimberly, Fort Steele Jct., *Wardner, *Jaffray,	Galloway, Elko, *Morrissey, *Coal Creek, Fernie.

GROUP No. 5.

Crow's Nest Branch.

*Hosmer, *Sparwood, Michel, *McGillivray,	Crow's Nest, *Skinner, Blairmore,	*Burmis, *Cowley, Pincher,	*Brocket, *Peigan, Macleod.

GROUP No. 6.

Mountain Section.

*Twin Bute, Albert Canyon, Illecillewaet, *Laurie Siding, *Ross Peak Siding,	Glacier House, *Roger's Pass, *Bear Creek, *Six Mile Creek, Beavermouth,	Donald, *Moberly, Golden, *Glenogle, Palliser,	*Leanchoil, *Ottertail, Field, *Hector, *Stephen.

Calgary Section.

Laggan, *Eldon,	*Castle Mountain, *Sawback,	Banff, Anthracite,	Canmore.

GROUP No. 7.

Calgary Section.

*The Gap, *Kananaskis,	Morley, *Radnor,	Cochrane, *Keith,	Calgary.

*No Agent.

SPECIAL NOTICES.

1. The rates in this tariff are subject to the general notices and conditions of carriage endorsed on the Company's form of shipping receipt.

2. Charges on shipments handled under this tariff must be prepaid or guaranteed.

3. *Minimum Charges*—No single shipment will be carried for less than 100 lbs. at less carload rate herein provided.

4. *Marine Insurance*—The rates printed in this tariff, where water service is involved, are exclusive of marine risk; and must be so quoted and endorsed on shipping receipts.

5. *Carload Rates* named herein will apply only on shipments from one shipper and at one shipping point consigned and to be delivered to one consignee at one destination. Cars will not be allowed to be stopped in transit at an intermediate point to complete loading or to partly unload.

6. *Maximum Rates*—The rates printed herein are maximum rates, and must not be exceeded on like traffic to any intermediate point on the direct line of transit.

CANADIAN PACIFIC RAILWAY (WESTERN LINES).

—o—

SPECIAL FREIGHT TARIFF (No. 629) ON APPLES, FRUIT AND VEGETABLES, AT OWNER'S RISK, RELEASED, FROM STATIONS ON THE PACIFIC DIVISION TO VANCOUVER, WESTMINSTER, VICTORIA AND NANAIMO.

Effective March 20th, 1901.

FROM	TO VANCOUVER AND WESTMINSTER.				
	Apples, in boxes or barrels. L.C.L.	Vegetables, in packages. L.C.L.	Apples, in boxes or barrels. C.L. Min. 24,000 lbs.	Apples, in boxes or barrels; and Vegetables, in packages. Mixed C.L. Min. 24,000 lbs.	Fresh Fruit, in packages (Peaches, Plums, Berries, etc.) C.L. Min. 20,000 lbs.
	RATES IN CENTS PER 100 LBS.				
(CASCADE SECTION.)					
*Ruby Creek, *Hope, Yale, *Spuzzum	36	36	22	22	30
(THOMPSON SECTION.)					
North Bend, *Keefers, *Kanaka, Lytton, *Gladwin, *Thompson Siding, *Drynock, Spence's Bridge	47	47	30	30	38
*Spatsum, *Basque Ranch, Ashcroft, *Pennys, Savonas, *Cherry Creek	55	55	35	35	43
(SHUSWAP SECTION.)					
Kamloops, *Ducks	55	55	35	35	43
Shuswap, *Notch Hill, *Tappen Siding, *Kualt, Salmon Arm, Sicamous Junction	60	60	40	40	48
(OKANAGAN BRANCH.)					
*Mara, Enderby, Armstrong, *Larkin, Vernon, Okanagan Landing	65	65	45	45	53
(OKANAGAN LAKE PORTS.)					
Kelowna, *Peachland, Penticton	65	65	45	45	53

*No Agent.

FROM	TO VICTORIA AND NANAIMO. Apples, in boxes or barrels. L.C.L.	Vegetables, in packages. L.C.L.	Apples, in boxes or barrels. C.L. Min. 24,000 lbs.	Apples, in boxes or barrels; and Vegetables, in packages. Mixed C.L. Min. 24,000 lbs.	Fresh Fruit, in packages (Peaches, Plums, Berries, etc.) C.L. Min. 20,000 lbs.
	RATES IN CENTS PER 100 LBS.				
(CASCADE SECTION.)					
*Ruby Creek, *Hope, Yale, *Spuzzum	43½	43½	27	27	35
(THOMPSON SECTION.)					
North Bend, *Keefers, *Kanaka, Lytton, *Gladwin, *Thompson Siding, *Drynock, Spence's Bridge	54½	54½	35	35	43
*Spatsum, *Basque Ranch, Ashcroft, *Pennys, Savonas, *Cherry Creek	62½	62½	40	40	48
(SHUSWAP SECTION.)					
Kamloops, *Ducks	62½	62½	40	40	48
Shuswap, *Notch Hill, *Tappen Siding, *Kualt, Salmon Arm, Sicamous Junction	67½	67½	45	45	53
(OKANAGAN BRANCH.)					
*Mara, Enderby, Armstrong, *Larkin, Vernon, Okanagan Landing	72½	72½	50	50	58
(OKANAGAN LAKE PORTS.)					
Kelowna, *Peachland, Penticton	72½	72½	50	50	58

*No Agent.

SPECIAL NOTICES.

1. The rates in this tariff are subject to the general notices and conditions of carriage endorsed on the Company's form of shipping receipt.

2. On mixed carloads of Apples, Vegetables and Fresh Fruit, the rates provided herein for Fresh Fruit will apply; minimum, 20,000 lbs.

3. Rates on vegetables, straight carloads, and vegetables, grain, flour, etc., mixed carloads, to Vancouver, Westminster, etc., are provided in Tariff No. 630, March 20th, 1901.

4. *Minimum Charge.*—No single shipment will be carried for less than 100 lbs. at less than carload weight herein provided.

5. Bulk freight must not be contracted from Okanagan Lake ports.

6. Charges on shipments handled under this tariff must be prepaid or guaranteed.

7. *Marine Insurance.*—The rates printed in this tariff are exclusive of marine risk on Okanagan Lake, and must be so quoted and endorsed on shipping receipt.

8. *Carload Rates* named herein will apply only on shipments from one shipper, and at one shipping point consigned and to be delivered to one consignee at one destination. Cars will not be allowed to be stopped in transit at an intermediate point to complete loading or to partly unload.

9. *Maximum Rates.*—The rates printed herein are maximum rates, and must not be exceeded on like traffic to any intermediate point on the direct line of transit.

CANADIAN PACIFIC RAILWAY (WESTERN LINES).

SPECIAL FREIGHT TARIFF (No. 630) ON GRAIN, FLOUR, OATMEAL, MILLSTUFFS AND VEGETABLES, IN STRAIGHT OR MIXED CARLOADS, FROM STATIONS ON THE PACIFIC DIVISION TO VANCOUVER, WESTMINSTER, VICTORIA AND NANAIMO.

Effective March 20th, 1901; (Superseding Tariff No. 347, August 28th, 1896.)

SPECIAL NOTICES.

1. The rates in this tariff are subject to the general notices and conditions of carriage endorsed on the Company's form of shipping receipt.

2. Bulk freight must not be contracted from Okanagan Lake ports.

3. Charges on vegetables must be prepaid or guaranteed between October 15th and April 30th.

4. *Marine Insurance.*—The rates printed in this tariff are exclusive of marine risk on Okanagan Lake; and must be quoted and endorsed on shipping receipt.

5. *Maximum Rates.*—The rates printed herein are maximum rates, and must not be exceeded on like traffic to any intermediate point on the direct line of transit.

Maximum and Minimum Weights.

The maximum weight will be the stencilled capacity of the car.
The minimum weight for standard 40,000 lb. cars will be 36,000 lbs.
" " " 60,000 lb. cars will be 56,000 lbs.

Exceptions.

	40,000 lb. Cars.	60,000 lb. Cars.
Flour in bbls	30,000 lbs.	50,000 lbs.
Bran and shorts, in straight or mixed carloads	30,000 lbs.	50,000 lbs.

NOTE.—The above requirements will be waived when cars having a less capacity than 40,000 lbs. are provided. In such cases actual weight, but not less than 24,000 lbs., will be accepted. Cars without stencilled capacity will be considered as having a capacity of 24,000 lbs.

FROM		TO	
		VANCOUVER WESTMINSTER	VICTORIA NANAIMO
		Grain, Flour, Oatmeal, Millstuffs and Vegetables (Beets, Cabbages, Carrots, Onions, Parsnips, Potatoes, Pumpkins and Turnips; at owner's risk; released.) In straight or mixed carloads.	
		RATES IN CENTS PER 100 LBS.	
*Haney	CASCADE SECTION.	10	15
*Wharnock			
*Ruskin			
Mission Junction			
*Maple Grove			
*Abbottsford			
Sumas			
*Nicomen			
Harrison			
Agassiz			
*Ruby Creek		15	20
*Hope			
Yale			
*Spuzzum			
North Bend	THOMPSON SECTION.	20	25
*Keefers			
*Kanaka			
Lytton			
*Gladwin			
*Thompson Siding			
*Drynock			
Spence's Bridge			
*Spatsum			
*Basque Ranch			
Ashcroft			
*Pennys			
Savonas			
*Cherry Creek			
Kamloops	SHUSWAP SECTION.	20	25
*Ducks			
Shuswap			
*Notch Hill			
*Tappen Siding			
*Kualt			
Salmon Arm			
Sicamous Junction			
*Mara	OKANAGAN BRANCH.	20	25
Enderby			
Armstrong			
*Larkin			
Vernon			
Okanagan Landing			
Kelowna	Okanagan Lake Ports	23	28
*Peachland			
Penticton			

* No Agent.

CANADIAN PACIFIC RAILWAY (WESTERN LINES.)

SPECIAL THROUGH TARIFF (No. 631) ON GRAIN, FLOUR, OATMEAL, MILLSTUFFS AND VEGETABLES IN STRAIGHT OR MIXED CARLOADS, ALSO HAY IN CARLOADS FROM STATIONS ON THE PACIFIC DIVISION TO WEST KOOTENAY POINTS, STATIONS ON BOUNDARY SECTION AND CROW'S NEST SECTION VIA ARROWHEAD, B. C.

Effective April 2nd, 1901; (Superseding Tariff No. 568, March 28th, 1900.)

FROM	TO				
	GROUP 1.	GROUP 2.	GROUP 3.	GROUP 4.	GROUP 5.
	COLUMBIA RIVER LANDINGS.	NELSON COMMON POINTS.	FERNIE COMMON POINTS.	CASCADE COMMON POINTS.	MIDWAY COMMON POINTS.
	Grain, Flour, Oatmeal, Millstuffs and Vegetables (Beets, Cabbages, Carrots, Onions, Parsnips, Potatoes, Pumpkins and Turnips; at Owner's risk; released.) In straight or mixed carloads. Also Hay in carloads.				
	RATES IN CENTS PER 100 lbs.				
Group A Kelowna, etc	23	28	38	38	43
" B Okanagan Landing, etc	20	25	35	35	40
" C Kamloops, etc	23	28	38	38	43
" D Lytton, etc	25	30	40	40	45
" E Agassiz, etc	30	35	45	45	50
" F Vancouver, etc	35	35	45	45	50

LIST OF PACIFIC DIVISION FORWARDING STATIONS (COMPRISED IN LETTERED GROUPS REFERRED TO ON NEXT PAGE.

GROUP A.—Kelowna, *Peachland, Penticton.

GROUP B.—Armstrong, Enderby, *Kualt, *Larkin, *Mara, *Notch Hill, Okanagan Landing, Salmon Arm, Shuswap, Sicamous Junction, *Tappen Siding, Vernon.

GROUP C.—*Ducks, Kamloops.

GROUP D.—Ashcroft, *Basque Ranch, *Cherry Creek, *Drynock, *Gladwin, Lytton, *Pennys, Savonas, *Spatsum, Spences Bridge, *Thompson Siding.

GROUP E.—Agassiz, Harrison, *Hope, *Kanaka, *Keefers, *Nicomen, North Bend, *Ruby Creek, *Spuzzum, Yale.

GROUP F.—*Abbottsford, *Barnet, Hammond, *Haney, *Hastings, *Maple Grove, *Millside, Mission Junction, Port Moody, *Ruskin, *Sapperton, Sumas, Vancouver, Westminster, Westminster Junction, *Wharnock.

LIST OF WEST KOOTENAY MINING POINTS, STATIONS ON BOUNDARY SECTION AND CROW'S NEST SECTION. (COMPRISED IN NUMBERED GROUPS, REFERRED TO ON PREVIOUS PAGE.)

GROUP No. 1, LIST OF COLUMBIA RIVER LANDINGS.—*Burton, *Cape Horn, *Cariboo City, *Deer Park, *Dog Creek, *Fire Valley, *Fritz, *Halcyon, *Leon, *Little Deer Park, B Nakusp, *Rock Island, *Sanderson's Point, *Shields, *Van Houten Creek.

GROUP No. 2, LIST OF NELSON COMMON POINTS.—Ainsworth, B*Alamo Concentrator, *Ashburn, *Balfour, B*Bonnington Falls, *Cedar Creek, *Coffee Creek, *Crawford Bay, B*Denver Canyon Siding, *Enterprise, *Gold Creek, B*Granite, *Hendryx, B*Hills, Kaslo, *Kokanee Creek, Kootenay Landing, *Kuskonook, B*Lemon Creek, *McDonald's Landing, *Mile Point, B Nelson, New Denver, B*Park Siding, *Pilot Bay, B Rosebery, B Rossland, B Sandon, Silverton, B Slocan City, B Slocan Junction, B Smelter Jct, B*Summit Siding, *Tam O'Shanter, B*Thrums, B Trail, B Three Forks, B*Warfield, B West Robson, B*West Waterloo, *Woodbury.

GROUP No. 3, LIST OF FERNIE COMMON POINTS.—*Aldridge, *Coal Creek, Cranbrook, Creston, Creston Junction, Elko, Fernie, Fort Steele Junction, *Galloway, *Goat Fell, *Jaffray, Kimberly, Kitchener, *Morrissey, Moyie, *Porteous, Sirdar, *Sirdar Junction, *Swansea, *Tochty, *Wanklyn, *Wardner, *Yahk.

GROUP No. 4, LIST OF CASCADE COMMON POINTS.—Cascade, *Coryell, *Farron, *Fife, *Shields, *Tunnel.

GROUP No. 5, LIST OF MIDWAY COMMON POINTS.—*B. C. Mine, *Boundary Falls, Eholt, *Fisherman, *Gilpin, *Golden Crown Mine, Grand Forks, *Hartford Junction, Greenwood, Midway, *Mother Lode Mine, Phœnix, *Winnipeg Mine.

NOTE.—Freight for B. C. Mine, Winnipeg Mine, Golden Crown Mine and Hartford Junction can be accepted with charges to collect, in which case way bills must be drawn on Eholt with destination shown.

*No Agent. Freight must be prepaid.

SPECIAL NOTICES.

1. The rates in this Tariff are subject to the general notices and conditions of carriage endorsed on the Company's form of shipping receipt.

2. Charges on vegetables must be prepaid or guaranteed between Oct. 15th and April 30th.

3. Grain and vegetables in bulk will be accepted for shipment to stations on Boundary and Crow's Nest Sections, and to West Kootenay points marked "B." To all other points the goods must be put in packages.

4. *Marine Insurance.*—The rates printed in this Tariff, where water service is involved, are exclusive of marine risk, and must be so quoted and endorsed on shipping receipts.

5. *Maximum Rates.*—The rates printed herein are maximum rates, and must not be exceeded on like traffic to any intermediate point on the direct line of transit.

6. Grain may be "milled in transit" at intermediate stations on the direct line of shipment. The grain, when shipped to the mill, will be charged the current local grain rate, and the same tonnage in flour and offal will be forwarded at balance of the through rate from point of origin of the grain to final destination, with one cent per one hundred pounds added for terminal service at the mill, provided shipment is made within six months from receipt of the grain at the milling station, otherwise regular published rates will apply.

MAXIMUM AND MINIMUM WEIGHTS.

The maximum weight will be the stencilled capacity of the car.

The minimum weight for standard 40,000 lb. cars will be 36,000 lbs.
" " 60,000 " 56,000 lbs.

Exceptions.

	40,000 lb. CARS.	60,000 lb. CARS.
Flour in bbls	30,000 lbs.	50,000 lbs.
Bran and shorts, in straight or mixed carloads	30,000 lbs.	50,000 lbs.
Hay	20,000 lbs.	24,000 lbs.

NOTE.—The above requirements will be waived when cars having a less capacity than 40,000 lbs. are provided. In such cases actual weight, but not less than 24,000 lbs. will be accepted. Cars without stencilled capacity will be considered as having a capacity of 24,000 lbs.

CANADIAN PACIFIC NAVIGATION COMPANY, LIMITED.

—o—

SPECIAL FREIGHT TARIFF (No. 3) NAMING RATES OF TRANSPORTATION OF FREIGHT BETWEEN VICTORIA, VANCOUVER, LADNERS LANDING, STEVESTON, CHILLIWACK, WEST COAST POINTS, NORTHERN COAST POINTS AND INTERMEDIATE PORTS OF CALL.

Effective May 1st, 1901; (Superseding all previous Tariffs.).

Subject to change with or without notice.

BETWEEN VICTORIA AND VANCOUVER.

	Rates in cents per 100 lbs.
Agricultural Implements and Vehicles	20
Biscuits and Confectionery	15
Boots and Shoes, Dry Goods, Cordage, Drugs and Medicines	12
Cigars, Cigarettes and Cut Tobacco	15
Deer Skins and Dry Hides	20
Dressed Meats	20
Earthenware, Glassware and Crockery	20
Furniture, Household Goods and Bathtubs	20
Gasoline and Carbide of Calcium—Carried only on special authority	40
General Merchandise and Groceries, N. O. S., excepting Biscuits and Confectionery	10
Glass, common window, O. R. B	15
Grain, Flour, Feed, Millstuffs and Oatmeal—Carloads	5
" " " " " —Less Carloads	10
Green Hides	10
Hay, in bales, less carloads	10
Hay, in bales, carloads	7½
Hardware, Iron and Steel	10
Iron Sash Weights	7½
Liquors	10
Paints and Oils	10
Plate Glass, O. R. B., Released	20
Powder—Carloads—When authorised	15
Powder—Less Carloads—When authorised	40
Vegetables, Green, N. O. S	10
	EACH.
Lettuce and Tomatoes, per crate or box	$0 10
Horses and Cattle—Less Carloads	3 00
" " —Carloads	2 00
Sheep	20
Hogs—When authorised	50
Calves	50

General Merchandise, ex. San Francisco, loaded at Outer Wharf, $2.00 per ton, as billed, and 25 cents per ton additional to cover Customs expenses.

WHARFAGE.—The above rates are exclusive of wharfage—50 cents per ton at Victoria and Vancouver; minimum charge any single shipment, 10 cents.

VICTORIA-WESTMINSTER ROUTE.

BETWEEN VICTORIA AND FOLLOWING PORTS OF CALL:—PLUMPER'S PASS, STEVESTON, LADNER'S LANDING, WESTMINSTER AND OTHER REGULAR LANDINGS EN ROUTE.

	Rates in cents per 100 lbs.
Agricultural Implements and Vehicles	20
Biscuits and Confectionery	15
Boots and Shoes, Dry Goods, Cordage, Drugs and Medicines	12
Cigars, Cigarettes and Cut Tobacco	15
Canned Salmon	5
Pickled Salmon	7½
Deer Skins and Dry Hides	20
Dressed Meats	20
Earthenware, Glassware and Crockery	20
Furniture, Household Goods and Bathtubs	20
Gasoline and Carbide of Calcium—carried only on special authority	40
General Merchandise and Groceries, N. O. S. excepting Biscuits and Confectionery	10
Glass, common window, O. R. B	15
Grain, Flour, Feed, Milltsuffs and Oatmeal—Carloads	5
" " " " " —Less Carloads	10
Green Hides	10
Hardware, Iron and Steel	10
Hay in Bales—Lots under 10 tons	10
Hay in Bales—Lots over 10 tons	7½
Iron Sash Weights	7½
Liquors	10
Paints and Oils	10
Powder—Carloads—When authorised	15
Powder—Less Carloads—When authorised	40
Plate Glass, O. R. B., Released	20
Vegetables, green, N. O. S	10
	EACH.
Lettuce and Tomatoes, per crate or box	$0 10
Horses and Cattle—Less Carloads	3 00
" " —Carloads	2 00
Calves	50
Sheep	20
Hogs	50
Acid, in carboys	75
Retorts	$10 to $25

General Merchandise, ex. San Francisco, loaded at Outer Wharf, $2.00 per ton, as billed, and 25 cents per ton additional to cover Customs expenses.

WHARFAGE.—The above rates are exclusive of wharfage—50 cents per ton at Victoria and Westminster; minimum charge any single shipment, 10 cents.

Empty packages which have been used in transporting farm and dairy products from Fraser River points to Victoria, and empty acid carboys, will be returned to original point of shipment free of charge.

B. C. NORTHERN PORTS ROUTE.

FROM VICTORIA AND VANCOUVER TO POINTS COMPRISED IN NUMBERED GROUPS SHOWN ON NEXT PAGE.

	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6	Group 7	Group 8	Group 9	Group 10	Group 11	Group 12
Acid Carboys, each	$4 00	$4 00	$4 00	$4 00	$4 00	$	$	$	$	$4 00	$	Shipments for Clue and Massett taken at speceal rates and agreement only.
Beef Quarters, each	1 50	1 50	1 50	1 50	1 50	1 50	1 50	1 50	1 50	1 50	1 50	
Boxes Salmon in shooks, each	1½	1½	1½	1½	1½					1½		
Boxes Biscuit in shooks, each	2¼	2¼	2¼	2½	2½	2½	2½	2½	2½	2½	2½	
Boxes Soap in shooks, each	1	1	1	1	1	1	1	1	1	1	1	
Boats, large fishing, each	15 00	15 00		15 00	15 00					15 00	15 00	
Boats, fishing skiffs, each	5 00	5 00		5 00	5 00					5 00	5 00	
Bricks, per M	6 00	6 00	6 00	7 00	8 00	8 00	8 00	8 00	8 00	8 00	10 00	
Deer and Hair Seal Skins, Per ton measurement	1 50	1 50	1 50	1 50	1 50	1 50	1 50	1 50	1 50	1 50	1 50	
Empty Oil Tanks, each	50	50	50	50	50	50	50	50	50	50	50	
Empty Oil Barrels, each	25	25	25	25	25	25	25	25	25	25	25	
Furs, per ton measurement	6 00	6 00	6 00	8 00	8 00	8 00	8 00	8 00	8 00	8 00	8 00	
General Merchandise, N.O.S	3 00	3 00	3 00	4 00	3 50	6 00	6 00	4 00	4 00	5 00	8 00	
Hides, dry, each	25	25	25	25	25	25	25	25	25	25	25	
Hides, green or salt, each	30	30	30	30	30	30	30	30	30	30	30	
Cattle, Horses and Mules, each	5 00	6 00	6 00	8 00	8 00	8 00	8 00	8 00	8 00	8 00	8 00	
Sheep and Hogs, each	1 00	1 00	1 00	1 25	1 25	1 25	1 25	1 25	1 25	1 25	1 25	
Lumber, per M	6 00	6 00	6 00	8 00	8 00	10 00	10 00	8 00	8 00	8 00	10 00	
Mutton, per carcass	50	50	50	50	50	50	50	50	50	50	50	
Retorts	50 00	50 00	50 50	50 00	50 00	50 00	50 50	50 00	50 00	50 00	50 00	
Salmon, canned or pickled, per ton weight	2 50	2 50	2 50	3 00	3 50					3 50		
† Powder, per ton measurement	12 00	12 00	12 00	16 00	14 00	24 00	24 00	24 00	16 00	20 00	32 00	

† Subject to special conditions as authorised.
Light and bulky articles taken by special contract only.

LIST OF B. C. NORTHERN POINTS TAKING RATES SHOWN PREVIOUS PAGE.

GROUP 1.—Van Anda, *Marble Bay, Union, *Quathiaski Cove, Alert Bay.

GROUP 2.—*Fort Rupert, *Hardy Bay, *Shushartie Bay, Wadham's Cannery, Good Hope Cannery, Vancouver Cannery, Brunswick Cannery, Wannuck Cannery, Rivers Inlet Cannery, Victoria Cannery.

GROUP 3.—Namu, Bella Bella.

GROUP 4.—*China Hat, *River Bight, Lowe Inlet Cannery, Carlisle Cannery, British American Cannery, North Pacific Cannery, Princess Royal Cannery, *Surf Inlet, Standard Cannery, Port Essington Cannery, Balmoral Cannery, Inverness Cannery, *Gribble Island, *Hartly Bay, Claxton Cannery, Herman's Cannery, Windsor Cannery.

GROUP 5.—*Bella Coola.

GROUP 6.—*Kitamaat.

GROUP 7.—*Kitkatlah.

GROUP 8.—*Metlakahtla.

GROUP 9.—Port Simpson.

GROUP 10.—Naas Harbour, Mill Bay.

GROUP 11.—Skidegate.

GROUP 12.—Clue, Masset.

*Charges must be prepaid.

WEST COAST ROUTE.

FROM VICTORIA TO POINTS COMPRISED IN NUMBERED GROUPS SHOWN BELOW.

	Group 1.	Group 2.	Group 3.	Group 4.
General Merchandise, N.O.S., Weight or Measurement, per ton	$4 00	$5 00	$4 00	$6 00
Bricks, per M	5 00	6 00	5 00	7 00
Pilot Bread, Weight or Measurement	3 00	4 00	3 00	5 00
Lumber, per M	6 00	6 00	6 00	6 00
Cattle, Horses and Mules, each	4 00	5 00	5 00	5 00
Sheep, each	35	40	45	50
Hogs, each	65	70	75	80
Calves, each	75	80	85	90
Fresh Meats—Beef, per quarter	1 50	1 50	1 50	1 50
Mutton, per carcass	50	50	50	50
Acid, carboys, each	4 00	4 00	4 00	4 00
*Powder, Gasoline and other Explosives, Weight or Measurement	16 00	16 00	16 00	16 00
Grain, Millstuffs and Oatmeal	3 00	4 00	3 00	5 00
Fertilizer, Weight, lots of 1,000 lbs. or over	3 00	4 00	3 00	5 00
Empty Oil Barrels returned, each	15	15	15	15

Between intermediate ports of call, General Merchandise, $3 per ton, weight or measurement; Lumber, $4 per M.

SHIPMENTS FROM WEST COAST POINTS TO VICTORIA.

Farm Produce, lots under 10 tons, per ton, weight	$3 00
" in lots 10 tons or over, per ton, weight	1 50
Deer Skins, per ton, measurement	4 00
Pickled Fish in Barrels, Oils, etc., per ton, weight	4 00
Canned Salmon from Clayoquot Cannery, per ton, weight	2 00

LIST OF POINTS COMPRISED IN WEST COAST ROUTE TAKING RATES SHOWN ABOVE.

GROUP 1.—San Juan, Carmanah, Clo-oose, Dodger Cove, Copper Island, Monitor Mine, New Alberni.
GROUP 2.—Alberni, Port Hughes, Sidney Inlet, Hesquiot, Nootka, Neuchatletz, Kyuquot.
GROUP 3.—Sechart, Ucluelet, Clayoquot, Ahouset.
GROUP 4.—Quatsino, Cape Scott.

*Subject to special conditions as authorised.

UPPER FRASER RIVER ROUTE.

FROM WESTMINSTER TO POINTS COMPRISED IN NUMBERED GROUPS SHOWN BELOW.

	Group 1.	Group 2.	Group 3.	Group 4.
General Merchandise, Groceries, N.O.S., Hardware, Iron and Steel, per ton, weight or measurement	$1 25	$1 50	$3 00	$5 00
Lumber, per M	2 50	2 50	4 00	5 00
Flour, Feed, Oatmeal, and Millstuffs, lots under 5 tons	1 20	1 20	4 00	5 00
" " lots over 5 tons	80	80	4 00	5 00
Bricks, per M	3 00	3 00	4 00	5 00
Cattle, Horses and Mules, each	1 00	1 50		
Calves, each	50	50		
Hogs and Sheep, each	20	20		
Farm Waggons, K.D., each	1 00	1 00		
Buggies, K.D., each	1 50	1 50		
Road Carts, K.D., each	50	50		
Boats and Skiffs, under 17 feet, each	1 50	1 50		
" over 17 feet, each	2 50	2 50		
Canoes, under 15 feet, each	50	50		
" 17 feet and over, each	1 00	1 00		
Powder, Dynamite and high Explosives (when authorised), case	15	20		

LIST OF POINTS, UPPER FRASER RIVER ROUTE, TAKING RATES SHOWN ABOVE.

GROUP 1.—Westminster to Langley and intermediate points.
GROUP 2.—Westminster to all points above Langley, to and including Chilliwack.
GROUP 3.—Harrison Hot Springs.
GROUP 4.—Pt. Douglas.

FROM CHILLIWACK AND WAY LANDINGS TO WESTMINSTER.

Farm Produce, per ton, weight	$1 50
Hay, in small bales, per ton, weight	1 00
Hay, in large bales, per ton, weight	1 50
Cattle, Horses and Mules, each	1 50
Calves, Live, each	50
" Dressed, each	25
Hogs and Sheep	20
Cream, in barrels and cans, per package	25

Ferrying Cattle and Horses between regular landings, 4 head and less, $1 each; over 4 head, 75c. each.
Farm Produce, Chilliwack to Victoria, lots 10 tons or over, $2.50 per ton, weight, exclusive of wharfage at Victoria.

LOWER FRASER RIVER ROUTE.

BETWEEN WESTMINSTER, LADNER'S LANDING, STEVESTON AND ALL OTHER PORTS OF CALL.

General Merchandise, Groceries and Hardware	5c. per 100 lbs.
Farm Produce	5c. "
Horses and Cattle	$1 00 each.
Calves	25 "
Hogs	25 "
Sheep	20 "
Lambs	15 "
Lumber	2 00 per M.
Net Floats	1 50 "
Bricks	3 00 "
Parcels	25 each.
Canned and Pickled Salmon	5 per 100 lbs.

FROM LADNER'S TO WOODWARD'S LANDING.

Cattle	75c. each.
Calves, Sheep and Hogs	10c. "
Lambs	5c. "

RULES AND CONDITIONS.

1. The rates in this Tariff are subject to the General Notices and conditions of carriage endorsed on the Company's form of shipping receipt, and special live-stock contract.

2. *Minimum Charge.*—No single shipment will be taken for less than twenty-five cents.

3. *Marine Insurance.*—The rates printed in this tariff are exclusive of marine risk.

4. Transportation of men in charge of live stock.—One man will be passed free in charge of shipments of horses or cattle consisting of six head or more, and on shipments of not less than twenty head of sheep or hogs.

5. *Empty Carriers Returned.*—Empty packages which have been used in transporting farm and dairy products to Westminster from all points on the Fraser River will be returned to original point of shipment free of charge.

CANADIAN PACIFIC RAILWAY (WESTERN LINES).

—o—

OFFICE OF THE ASSISTANT GENERAL FREIGHT AGENT,
VANCOUVER, B. C., May 27th, 1901.

Special Rate Notice No. P 1/94.

Taking effect at once, I have agreed with all shippers to carry fruit box shooks, K. D. in bundles, lots 2,000 lbs. and over, and veneer fruit boxes, K. D. flat, in bundles, lots 500 lbs. and over, from Vancouver, Port Moody and Westminster.

TO	RATES IN CENTS PER 100 lbs.	
	On veneer fruit boxes.	On fruit box shooks.
Hammond	11	10
*Haney	13	11
*Wharnock	14	11½
*Ruskin	15	12
Mission Junction	16	12½
*Maple Grove	17	13
*Abbottsford	17	13
Sumas	17	13½
*Nicomen	17	13½
Harrison	19	14½
Agassiz	20	15
Ruby Creek	22	16½
*Hope	24	17
Yale	26	18
*Spuzzum	27	19
North Bend	31	21
*Keefers	32	22
*Kanaka	34	23
Lytton	35	23½
*Gladwin	35	23½
*Thompson's Siding	36	24
*Drynock	37	24½
Spences Bridge	38	25
*Spatsum	40	26
*Basque Ranch	41	26½
Ashcroft	42	27
*Pennys	44	28
Savonas	45	28½
*Cherry Creek	47	29½
Kamloops	49	30½
*Ducks	51	31½
Shuswap	54	33
*Notch Hill	56	34
*Tappen Siding	58	35
*Kualt	59	35½
Salmon Arm	59	35½
Sicamous Junction	61	36½
*Mara	62	37
Enderby	64	37½
Armstrong	65	38
*Larkin	67	39
Vernon	67	39
Okanagan Landing	68	40
Kelowna } Okanagan Lake Ports	84	52½
*Peachland } Okanagan Lake Ports	89	55½
Penticton } Okanagan Lake Ports	95	59
*Craigellachie	63	37
*Griffin Lake	65	38
*Clanwilliam	65	38
Revelstoke	67	39

W. R. MACINNES,
G. F. A., Winnipeg.

F. W. PETERS,
A. G. F. A., Vancouver.

CANADIAN PACIFIC RAILWAY (WESTERN LINES).

—o—

Office of Assistant General Freight Agent,
Vancouver, B. C., May 28th, 1901.

Special Rate Notice No. P 1/95.

Taking effect at once, I have agreed with all shippers to carry Fresh Fruits (excepting apples), in packages, L. C. L.:—

From	To: Vancouver and Westminster.	To: Victoria and Nanaimo.
	Rates in Cents per 100 lbs.	
Kamloops	73	83
*Cherry Creek	70	80
Savonas	66	76
*Pennys	65	75
Ashcroft	63	73
*Basque Ranch	61	71
*Spatsum	60	70
Spence's Bridge	57	67
*Drynock	55	65
*Thompson's Siding	54	64
*Gladwin	52	62
Lytton	52	62
*Kanaka	51	61
*Keefers	48	58
North Bend	47	57
*Spuzzum	40	50
Yale	38	48
*Hope	36	46
*Ruby Creek	36	46
Agassiz	36	46
Harrison	36	46
*Nicomen	36	46
Sumas	36	46
*Abbottsford	35	45
*Maple Grove	35	45
Mission Junction	33	43
*Ruskin	31	41
*Wharnock	29	39
*Haney	27	37
Hammond	24	34
Port Moody	18	28

Minimum charge:—No single shipment will be taken for less than 100 lbs. at above rates. Minimum, 35 cents.

Shipments carried entirely at "owner's risk, released." Charges must be prepaid or guaranteed.

F. W. Peters,
A. G. F. A., Vancouver.

W. R. MacInnes,
G. F. A., Winnipeg.

CANADIAN PACIFIC RAILWAY (WESTERN LINES).

—o—

SUPPLEMENT NO. 1 TO SPECIAL FREIGHT TARIFF ON APPLES, FRUIT, AND VEGETABLES, AT "OWNER'S RISK, RELEASED," FROM STATIONS ON THE PACIFIC DIVISION TO WEST KOOTENAY MINING POINTS, STATIONS ON BOUNDARY SECTION, AND ON CROW'S NEST SECTION.

MIXED CARLOAD OF APPLES, FRUIT AND VEGETABLES.

(*Effective June 5th, 1901.*)

NOTE 3.—Mixed carload of Apples, Fruit and Vegetables, at "owner's risk, released," may be loaded in mixed carloads, and will be charged for at their respective carload rates, subject to the following conditions:—

Minimum carload weight 30,000 lbs., *at which minimum there must not be less than 10,000 lbs. of Apples (and or) Fruit.*

First Example.—The minimum charge on a mixed carload will be as follows:—

From Vernon to Nelson—

Vegetables (beets, cabbages, carrots, onions, parsnips, potatoes, pumpkins and turnips)—Tariff No. 631, weight 20,000 lbs., at 25c. per 100 lbs.	$50 00
Apples (in boxes or barrels)—Tariff No. 628, weight 10,000 lbs., at 50c. per 100 lbs.	50 00
Total minimum charge	$100 00

Second Example.—Mixed carloads of apples, fruit and vegetables, will be charged as provided by above rule.

From Vernon to Nelson—

Vegetables (beets, cabbages, carrots, onions, parsnips, potatoes, pumpkins and turnips)—Tariff No. 631, weight 23,000 lbs., at 25c. per 100 lbs.	$57 50
Fresh Fruit in packages (peaches, plums, berries, etc.)—Tariff No. 628, weight 3,000 lbs., at 60c. per 100 lbs.	18 00
Apples (in boxes or barrels)—Tariff No. 628, weight 7,000 lbs., at 50c. per 100 lbs.	35 00
Total charges	$110 50

CANADIAN PACIFIC NAVIGATION COMPANY, LIMITED.

—o—

SUPPLEMENT NO. 1 TO SPECIAL FREIGHT TARIFF NO. 3, NAMING RATES FOR TRANSPORTATION OF FREIGHT BETWEEN VICTORIA, VANCOUVER, LADNER'S LANDING, STEVESTON, CHILLIWACK, WEST COAST POINTS, NORTHERN COAST POINTS AND INTERMEDIATE PORTS OF CALL.

Effective August 1st, 1901. (Superseding all conflicting rates in Tariff No. 3. Subject to change with or without notice.)

BETWEEN VICTORIA AND ALL POINTS ON THE FRASER RIVER, ABOVE NEW WESTMINSTER, TO AND INCLUDING CHILLIWACK.

	Rates in cents per 100 lbs.
Agricultural Implements and Vehicles, K. D.	25
Biscuits and Confectionery	20
Boots and Shoes, Dry Goods, Cordage, Drugs and Medicines	17
Bricks, per M.	$5.00
Cigars, Cigarettes and Cut Tobacco	20
Deer Skins and Dry Hides	25
Earthenware, Glassware and Crockery	25
Furniture, Household Goods and Bathtubs	25
General Merchandise and Groceries, N. O. S., excepting Biscuits and Confectionery	15
Glass, common window, O. R. B.	20
Grain, Flour, Feed, Millstuffs and Oatmeal—Lots under 5 tons	15
" " —Lots 5 tons and over	9
Green Hides	15
Hardware, Iron and Steel	15
Hay in Bales—Lots under 10 tons	15
" —Lots 10 tons and over	12½
Iron Sash Weights	12½
Liquors	15
Paints and Oils	15
Powder—When authorised	50
Plate Glass, O. R. B., Released	30
Wool, in Bales	25
Farm Produce—Lots 5 tons or over	12½
	Each.
Horses, Cattle and Mules—Less carloads	$3.50
Calves	75
Sheep	35
Hogs	50

WHARFAGE.—The above rates are exclusive of wharfage at Victoria. No wharfage charge will be made at Westminster on shipments consigned through.

FROM FRASER RIVER CANNERIES TO WESTMINSTER, VICTORIA AND VANCOUVER.

Canned and Pickled Salmon, Fish Oil in barrels and drums, Guano in sacks—5 cents per 100 lbs.

AMENDMENTS.

Tariff No. 3.

Correct heading to read, "Between Victoria and Vancouver and points comprised in numbered groups."

Change General Merchandise N. O. S. to read "Weight or measurement."

Change Retorts, "each."

Correct Salmon, canned or pickled, to read "Canned and Pickled Salmon, Fish Oil in barrels and drums, and Guano in sacks," per ton weight, viz:—

Group 1.	Group 2.	Group 3.	Group 4.	Group 5.	Group 6.	Group 7.	Group 8.	Group 9.	Group 10.	Group 11.
$2.50	$2.50	$2.50	$3.00	$3.50	$4.00	$4.00	$4.00	$3.00	$3.50	$4.00

Add Refuge Bay to Group 4.

Add Kemsquit to Group 6.

Make following corrections.

Change heading to read "Between Victoria and points comprised in numbered groups shown below."

	Group 2.	Group 3.
Sheep, each	45 cts.	40 cts.
Hogs, each	75 cts.	70 cts.
Calves, each	85 cts.	80 cts.
Powder, Gasoline and other explosives (weight or measurement), per ton	$20.00	.....
Lumber, per M	7.00	.....
Acid, carboys, each	5.00	.....

NOTICE TO AGENTS AND PURSERS.

Regulations for Transportation of Men in charge of Live Stock.

The following rules will govern the transportation of men in charge of live stock between Westminster, Vancouver and Victoria:—

One (1) man will be passed one way with one (1) car of live stock, and return at half first-class fare.

One (1) man will be passed both ways with two (2) cars of live stock.

Two (2) men will be passed both ways with three (3) to five (5) cars of live stock.

Three (3) men will be passed both ways with six (6) to nine (9) cars of live stock.

Four (4) men will be passed both ways with ten (10) or more cars of live stock.

Not more than four men will be passed with any one shipment of live stock.

Men entitled to return transportation as above specified will be furnished with the same through the Agent at the terminal point, provided they surrender the original contract and return within thirty (30) days from date of contract.

Only the owner, shipper, or his employees, in actual charge of and accompanying the stock will be entitled to free passage on account of the stock, and Agents and Pursers are forbidden to endorse upon the stock contracts, as entitled to free passage, the name of any other person than that of the owner, shipper, or such actual employees, and will refuse to endorse on the contract names of any other person than the owner, shipper, or such employees actually in charge of the stock.

Agents and Pursers must use due diligence to establish the identity of the men applying for the return transportation as being the men who actually accompanied the stock and whose names appear upon the contract. The Agent at the point where the stock is loaded must enter upon the back of the contract the names of the men who are to pass free with the stock, and such men must also affix their personal signatures to the contract. Such entries will form the authority of the purser for their transportation with the shipment.

Tickets issued on the authority of this Circular must be endorsed "Stock," not to include meals or berth.

One contract only can be issued to one shipper for any number of cars of live stock loaded at the same time and forwarded in the same boat to same destination. Agents will not be permitted to cut up such shipments into smaller lots, issuing contracts for each lot, to enable shipper to accommodate with free transportation more men than it is the intent of the rules to accord.

Above does not conflict with Rule No. 4, Special Tariff No. 3.

Seventeen (17) head cattle, horses and mules; 100 sheep or 60 hogs will be considered a carload under the above regulations.

CANADIAN PACIFIC RAILWAY (WESTERN LINES).

—o—

OFFICE OF THE GENERAL FREIGHT AGENT,
VANCOUVER, B. C., July 16th, 1901.

Special Rate No. P 1/119.

I have agreed with all shippers to carry new potatoes, in carload lots, from all points on Okanagan Lake and Shuswap and Okanagan Railway to West Kootenay Points, at rates provided for in Special Through Tariff, 631; minimum 24,000 lbs. This arrangement expires August 11th, 1901.

F. W. PETERS,
G. F. A., Vancouver.

W. R. MACINNES,
A. F. T. M., Winnipeg.

CANADIAN PACIFIC RAILWAY (WESTERN LINES).

—o—

OFFICE OF THE GENERAL FREIGHT AGENT,
VANCOUVER, B. C., August 13th, 1901.

Special Rate No. P 1/131.

I have agreed with all shippers to carry Rye, in carloads, minimum 30,000 lbs., from all points on the Okanagan Lake to Armstrong and Enderby, at the rate of 15 cents per 100 lbs.

F. W. PETERS,
G. F. A., Vancouver.

W. R. MACINNES,
A. F. T. M., Winnipeg.

CANADIAN PACIFIC RAILWAY (WESTERN LINES.)

—o—

OFFICE OF THE GENERAL FREIGHT AGENT,
VANCOUVER, B. C., August 15th, 1901.

Special Rate P 1/136.

I have agreed with all shippers to carry green vegetables, including potatoes, in carloads, minimum 36,000 lbs.

From stations on the Shuswap and Okanagan Branch to Calgary; 30 cents per 100 lbs.

From Okanagan Lake Ports of call to Calgary; 33 cents per 100 lbs. At owner's risk; charges prepaid or guaranteed.

F. W. PETERS,
G. F. A. Vancouver.

W. R. MACINNES,
A. F. T. M. Winnipeg.

CANADIAN PACIFIC RAILWAY (PACIFIC DIVISION).

—o—

OFFICE OF THE ASS'T. GENERAL FREIGHT AGENT,
VANCOUVER, April 27th, 1901.

Special Rate Notice No. P 1/76.

I have agreed with all shippers to carry fresh fruit, L. C. L., from Trout Creek and Peachland to Kelowna, when consigned to Kelowna Shippers' Union, at 10 cents per 100 lbs; to be re-packed for shipment to Prairie and Kootenay points.

VICTORIA, B. C.:
Printed by RICHARD WOLFENDEN, Printer to the King's Most Excellent Majesty.
1902.