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COAL J. H. Boyle & Co.

Real Estate, Loans, Investments and Insurance.

SPECIAL OFFER--We have now placed on the market Block 105 and water frontage, and will offer lots in that addition at prices way below adjoining property.

WARRENTON A Depot...

IMPROVED, ATTRACTIVE, DESIRABLE THE CENTER OF IMPROVEMENTS ON THE WEST SIDE

Warrenton is the very best property Large, full lots in Warrenton There can never be anything better than Warrenton Warrenton has everything desirable

Maps sent on application. Columbia Harbor Land Co., cor. Bond and 11th Sts.

AN OCTOPUS OVER THE FRONTIER

The Canadian Pacific is a Menace to Railroads in the United States.

ABSORBING THEIR BUSINESS

What is Lost to the Pacific Coast by the Unequal Competition--Watching the Fight in Congress on Bonding.

The following article published in the San Francisco Call is worthy of careful study: The movement started in congress to withdraw the bonding privileges now enjoyed by the Canadian Pacific on all freights transported between points in the United States by the Canadian Pacific railway has aroused considerable interest among railroad men in San Francisco.

Indeed it has been the most important subject of conversation since Senator Elkins made a patriotic speech in the senate about ten days ago.

The Canadian Pacific railway is so situated that it holds the whip hand on transcontinental freight business and can carry freight almost for nothing in competition with the United States lines.

This is obvious in view of the guarantee and subsidies from the Dominion government.

The Canadian Pacific is an imperial highway, a military road, so liberally provided for that the American roads cannot compete with it should a rate war be started.

It is a sharp competitor now for business with all the Pacific roads from San Francisco to San Jose.

For 200 miles the Canadian Pacific traverses a non-productive country, one not able to support a railroad. It lives off its subsidies and the business it takes from the railroads of the United States.

"All we have to do is simply to discontinue the bonding privilege, under which they carry goods in bond, starting from Europe and ending in the United States. I would suggest that we stop every car and break every consular seal at our frontiers beyond Chicago and St. Louis and stop the trade from Asia to San Francisco and pass it over the Pacific lines. It would break up, in part or largely, the isolation of the interstate law and stop the giving of rebates and the cutting of rates."

"The Dominion government has granted the Canadian Pacific railway a subsidy of \$25,000,000; has donated it 25,000,000 acres of land, embracing only such as are suitable for settlement; has also given right of way, stations, grounds, dock privileges and water frontage, in so far as within the control of the government; and, further, has consigned to the Canadian Pacific Railway Company, free of cost, 714 miles of railway, the estimated value of which, according to the railway commission for the year 1897, is \$35,000,000. The Canadian Pacific was permitted to import steel rails free of duty, also other materials used in the construction of its road and telegraph line. Under its charter the Canadian Pacific is freed for all time from taxation by the Dominion government or by provincial government established on the date of its charter. Its land grant in the Northwest territory is free from taxation for twenty years, unless sold in the meantime. In addition to all this, the Canadian government has bound itself not to permit during the term of twenty years the building of any line or lines that would parallel the Canadian Pacific railway."

"It may be true that, theoretically, the Canadian Pacific railway is subject to interstate commerce law on international traffic passing to and from Canada. But it is obvious that, while the United States roads are subject to all the restraints of interstate commerce law, it is impossible for this government to hold the Canadian Pacific railway to an observance of the law, for the United States can have no jurisdiction over the rates charged on interstate business imported and laid down in Canada, which, together with the relatively small amount of traffic between points in Canada, and the fact that the Canadian Pacific railway is a monopoly, amounts to 96 per cent of that company's entire earnings, according to a published letter from the president of that company."

"The Canadian Pacific railway can thus make rates on through business without interfering with its earnings on the coast. Vancouver on the west coast and Canadian frontier points on the east or between points intermediate thereto. Even on business, for example, from San Francisco to Canadian points, formerly wholly enjoyed by the American roads, there are no means of knowing whether the Canadian Pacific railway charges the rate or not in this regard, for that company might take freight to Winnipeg at a higher rate than for the same class of traffic through Winnipeg to Chicago, but the consignee in Canada, even if he knew American law, would be very unlikely to seek or receive redress from a United States court or commission as against a Canadian road."

"The Canadian Pacific shows that its route is circuitous and rather objectionable for transportation of American freights; it passes through various climates and there is delay in the roundabout route. Compared with the American transcontinentals, routes this is inappreciable showing, and when a differential rate is proposed by the Canadian line as just and fair the transcontinental

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FOR RENT. FOR RENT--A furnished room, 136 3rd street.

FOR RENT--Three or four rooms, with board, at Mrs. E. C. Holden's, corner Duane and Ninth streets. Price reasonable.

FOR RENT--Two business houses, one with 1 furnished rooms upstairs, other with 1 furnished room upstairs and bar fixtures down stairs. Call at this office.

FOR RENT--A furnished suite of rooms on ground floor, centrally located. 41 Exchange street.

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