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- it will be very interesting -

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Sterling Silver Cuff Links, 50c pair
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SEAL SHIPPED OYSTERS.

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We also repair and put them on boots

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FOR CHRISTMAS, AT OUR STORE.

We are always busy, a sure indication our prices are the Lowest in
the city.

Want of Space prevents us enumerating many lines for useful
XMAS GIFTS and extend a Cordial Invitation to inspect our
stock.

PETER FARRELL & CO

EXPRESS COMPANIES MUST REDUCE RATES

Summary of Judgment Delivered by the
Board of Railway Commissioners---Com-
panies are Controlled by Railways and
are Over Capitalized---Form of Con-
tract Must be Changed.

Ottawa, Dec. 24—The Board of
Railway Commissioners delivered
judgment today as the result of the
enquiry into the rates charged by
Canadian Express Companies. The
Inquiry was begun in 1908.

The Commissioners declare that the
present tariffs are too high and that
existing forms of contract between
shippers and the companies are un-
fair. The companies are therefore or-
dered to file new tariffs within the
next three months and to take new
forms of contract.

The capitalization of the companies
is, in the opinion of the Commission-
ers, too high. It is emphasized that
the companies pay more than they
ought to pay for station facilities,
the presumption being that excess
profits are disposed of in this con-
venient way. The companies are re-
ally only agencies for the railways,
but the Commissioners do not under-
take to say to what extent, if any,
the railways derive an undue profit
over the whole working of the ex-
press companies.

The judgment was written by Chair-
man Mabee and concurred in by As-
sistant Chairman D'Arcy Scott, and
Commissioner MacLean. Exclusive of
the classification it covers 114 type-
written pages.

OBJECT OF ENQUIRY

To discover whether or not the
tariff tolls are responsible was the
sole object of the inquiry, says the
judgment. The tolls might upon the
whole, produce reasonable returns to
the companies, but some classes of
traffic might be unduly burdened,
while other classes might be carried
for less than reasonable charges. This
would be unfair to individual ship-
pers. "But at the moment," says the
judgment, "this is not the point for
consideration. Do they, in the result,
produce only fair and reasonable re-
turns to the railway companies, or
from financial results and generally
reasonable conclusions should not
some general reduction be made?"

COMPANIES' OBLIGATIONS

The railway companies have small
almost negligible portions of capital
invested in these express agencies,
and these latter, being common car-
riers performing quasi-public
functions, are accountable not only
as separate corporations or entities,
but likewise the railways, as their
real principals, to the public and
the country at large. The law as in-
terpreted by the late chief commis-
sioner, and with which interpretation
we entirely agree, imposes upon these
carriers the onus of satisfying the
Board that their tolls were fair and
reasonable. Has this burden been
discharged?

EARNINGS EXCESSIVE

"We feel that it has not been, and
in so ruling, we are not interpreting
the meaning of this onus in a nar-
row sense. It should not be so dealt
with. The carrier is entitled to much
latitude in framing these tariffs.
There are many elements of loss and
danger that must be provided for,
but after making every allowance for
all contingencies we can think of, we
are impressed with the fact that the
earnings of the railway companies
upon express traffic are, upon the
whole, excessive and should be re-
duced. Arriving after the most seri-
ous consideration at this conclusion,
it follows that the application of the
companies to allow their tariffs as
they stand cannot succeed and must
be refused. In this result it would

be necessary to prepare new tariffs,
and in framing them regard may be
had to certain outlines that follow."

REFORMS OUTLINED.

It is noted by the Commissioners
that express rates in Canada are
practically the same as those in the
United States, where the companies
are independent of the railways.

The matter of delivery limits is
one of the most important of the
questions dealt with. The Commis-
sioners order that the companies pro-
pose to the Board some "reasonable
basis" for the moving of express
traffic to delivery limit points, and
at the same time give a list of these
limit points with all necessary maps.
It is found that the problem of
delivery limits cannot be worked out
reasonably, delivery limits will be
abolished.

While the board does not indicate
to the companies the exact mileage
which should constitute each mileage
group westward from the Lake Su-
perior territory inclusive, it is pointed
out that uniformity would be ad-
vantageous. For instance two or more
of the western group should be equi-
valent to and included in the corres-
ponding eastern group instead of the
fractional arrangement as at present.
Therefore, the board thinks that the
standard mileage territories from
Lake Superior westward should be ar-
ranged. The judgment directs:

NEW MILEAGE SCALES.

Four standard mileage basing scales,
namely:

(A) On all lines east and includ-
ing Windsor and Sudbury, excluding
the line to the T. & N. O. Railway.

(B) All lines west of and includ-
ing Sudbury to and including Sault
Ste. Marie, Crow's Nest, Canmore,
and Thornton, Alberta, also north of
and including North Bay.

(C) On all lines west of and includ-
ing Crow's Nest, Canmore, and
Thornton to the Pacific Coast, and
to Vancouver transfer points.

(D) Vancouver Island.
(2) That mileage groupings of B,
C & D be assimilated to those of
A so that there shall be no overlap-
ping.

(3) That the basis of A does not
exceed three dollars, of B five dol-
lars, of C six dollars per one hun-
dred pounds within the nine hundred
to one thousand mile group.

On Vancouver Island the groupings
are to be harmonized without any in-
crease in the rates.

(4) In the interest of uniformity
of practice and lesser burden of rates
on interdivisional traffic, which is
not subject to Sudbury interbasin
schedule, the higher or highest stan-
dard mileage scale as applied to the
through mileage should govern in
either direction.

(5) Between points east of Sud-
bury and points west of Sudbury the
basing scale may be continued pro-
vided that the through rates are less
in all cases than the sum of the traf-
fic rates to and from Sudbury, and
are not greater than the higher stan-
dard tariff as applied to the through
mileage from the point of originating
station. The tariffs between points
east of Sudbury and points west
thereof must show these specific
through rates.

The view is expressed that the Sud-
bury basing methods may reasonably
be applied to interdivisional traffic
via North Bay.

MUST BE JOINT RATES.

The board decided that express
companies in Canada must establish
joint through rates on express freight
traffic which shall be less than the
sum of their local rates. A reduction
of at least ten per cent. from the
lowest combination "Merchandise"
rate between the same points should
be a reasonable basis.

CONTRACT FORMS.

As regards contract forms the com-
missioners say it is difficult to under-
stand why the express companies have
for years required such forms to be
signed by shippers. The judgment
states:

They are all unreasonable. When
the traffic of the express companies
were before us, we were told that the
charges were to some extent and in
many cases to a large extent, based
upon the great responsibility as-
sumed by the companies and the li-
ability to make good losses arising
from a great variety of causes, and
when the form of contract comes to
be investigated, it appears that stud-
ied attempts have been made to pre-
vent the shipper from recovering com-
pensation in the event of his goods

being destroyed or lost while in the
possession of the company."

GRADUATED CHARGES

The commissioners in dealing with
graduated charges order that the
classes of the classification should be
eliminated which provides that when
a rate between any two points is not
given, the next highest rate should
be charged. The freight tariff of gra-
duated charges must be extended to
provide reasonably proportional
"graduates" for all hundred pound
merchandise rates published in the
companies local tariffs.

Empties outstanding may be re-
turned free for a period of four
months after the new classification
goes into effect providing the shipper
gives thirty days' notice.

The rates on cream are changed.
The new tariff must provide that
the existing rates on sour cream will
be the rate upon all cream when
shipped to creameries for the manu-
facture of butter. The tariff remains
as it is upon cream for domestic pur-
poses. Upon the cream for creameries
the company may perform no deliv-
ery service.

OVER CAPITALIZATION

As to overcapitalization it is point-
ed out that the Canadian Express
Company, purchased by the Grand
Trunk Railway in 1892 for six hun-
dred and sixty thousand dollars, was
valued at sixty thousand dollars on-
ly. The six hundred thousand dollars
was presumably for the franchise.
The sixty thousand dollars of assets
has grown to \$212,719 and there are
three millions of stock outstanding
in the hands of trusts for the Grand
Trunk Railway Company. All there
is in tangible assets to represen-
t the three millions of stock is the
\$212,719.

The Dominion Express Company
which is controlled by the Canadian
Pacific Railway is capitalized at two
millions of dollars. All the actual
cash ever paid into the company so
far as the Board could discover on
account of capital stock has been \$24
500. The assets now stand at some-
thing less than six hundred thousand
dollars, yet two millions of fully
paid up stock is outstanding.

HEAVY PAYMENTS TO RAILWAYS

As evidence of heavy payments to
the railway companies by the ex-
press companies, in the case of the
Dominion Express Company out of a
total gross revenue of \$21,673,696
earned in the seven years prior to
1908, the total paid to the C. P. R.
was \$13,409,240 or 63.9 per cent.
During the same period the Cana-
dian Express Company out of a total
revenue of \$13,362,266 paid the Grand
Trunk \$8,467,307 or 55.5 per cent.

The board declares that there is
no reason for the existence of separ-
ate companies to handle express busi-
ness, for the traffic could be as well
handled by the railroad companies.
In fact in one year the C. P. R. was
paid over \$340,000 for station ac-
commodation and the explanation was
given that the company was provid-
ing for a bad year.

The judgment says: "It looks as if
the express company was finding it-
self with accumulation of money on
hand that it retained might show
very heavy dividends on even its
highly inflated capital."

Dr. DeVans' French Female Pills

A reliable regulator; never fails.
While these pills are exceedingly pow-
erful in regulating the generative por-
tion of the female system, they are
strictly safe to use. Refuse all cheap
imitations. Dr. de Van's are sold at
\$5.00 a box. Mailed to any address.
The Scobell Drug Co., St. Cathar-
ines, Ont. A. J. Ryan, Central
Pharmacy, Special Agent.

ONTARIO MAN CHARGED WITH MURDER

Colborne, Ont., Dec. 23.—At one
o'clock this morning Henry I. Mat-
thews, jr., was arrested on a charge
of murder. For six hours the evi-
dence brought out by County Crown
Attorney Kerr at the inquest into the
death of forty-three year old Jose-
phine Brinscombe had gradually un-
ravelled the thread of circumstantial
evidence. Though the verdict referred
to an unknown person, Matthews
was detained.

Everything hinged upon the testi-
mony of Drs. Hutchinson and Hew-
son, who had performed the autopsy,
and which evidence was withheld un-
til the end of the session. This in-
dicated conclusively that the woman
met death by strangulation, and it
was strongly opined that before this
she was the victim of a brutal as-
sault, which, as a deaf mute, she
was powerless to resist.

Twenty-four witnesses in all were
heard, and according to several, some
gurgling outcry had been made about
eight in the evening, the sounds com-
ing apparently from the room where
the dead woman was found. No one
went to investigate.

When the sense of shame is lost,
advancement ceases.

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All Winter Varieties.

Good Keepers.

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respectfully solicited.

C. Fred. Chestnut

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Drug Store

572 QUEEN ST.

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for their very liberal patronage
during the past year, and wish to
extend to all

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