EXPRESS COMPA **Compliments of the Season**

Summary of Judgment Delivered by the given, the nest highest rate should Board of Railway Commissioners---Companies are Controlled by Railways and are Over Capitalized---Form of Contract Must be Changed.

shippers and the companies are un- are independent of the railways.

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THE DAILY MAIL FREDERICTON, N. B. TUESDAY DECEMBER 27 1910

REFORMS OUTLINED.

erior territory inclusive, it is pointed

out that uniformity would be advan-

ponding eastern group instead of the

fractional arrangement as at present.

standard mileage territories from

Lake Superior westward should be ar-

NEW MILEAGE SCALES.

ranged. The judgment directs:

Vancouver transfer points.

(D) Vancouver Island.

es, namely:

being destroyed or lost while in the possession of the company." The commissioners then order that the forms at presnt in use should be abandoned

GRADUATED CHARGES

MUST REDUCE RATES The commissioners in dealin; with graduated charges order that the clauss of the classification should be eliminated which provides that when a rate between any two points is not be charged. The freight tariff of graduated charges must be extended to provide reasonably proportioned 'graduates" for all hundred pound merchandise rates published in the companies local tariffs.

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

Ottawa, Dec. 24-The Board of be nucessary to prepare new tariffs, The rates on cream are changed. Railway Commissioners delivered and in framing them regard may be The new tariff must provide that udgment today as the result of the had to certain outKings that follow.' the existing rates on sour cream will be the rate upon all cream when shipped to creameries for the manu-It is noted by the Commissioners facture of butter. The tariff remains The Commissioners declare that the that express rates in Canada are as it is upon cream for domestic purpresent tariffs are too high and that practically the same as those in the poses. Upon the cream for creameries existing forms of contract between United States, where the companies the company may perform no delivery service.

OVER CAPITALIZATION

fair. The companies are therefore or. The matter of delivery limits is dered to file new tariffs within the one of the most important of the next three months and to take new questions dealt with. The Commis-As to overcapitalization it is point ed out that the Canadian Express sioners order that the companies propose to the Board some "reasonable Company, purchased by the Grand for the moving of express Trunk Railway in 1892 for six hundtraffic to delivery limit points, and red and sixty thousand dollars, was at the same time give a list of these valued at sixty thousand dollars only. The six hundred thousand dollars limit points with all necessary maps. It it is found that the problem of was presumably for the franchise. delivery limits cannot be worked out The sixty thousand dollars of assests has grown to \$212,719 and there are reasonably, delivery limits will be three millions of stock outstanding ins the hands of trusts for the Grand While the board does not indicate Trunk Railway Company. All there is in tangible assests to represent the three millions of stock is the group westward from the Lake Sup-\$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 o account of capital stock has been \$24 500. The assests now stand at something less than six hundred thousand dollars, yet two millions of fully paid up stock is outstanding.

HEAVY PAYMENTS TO RAILWAYS

Four standard mileage basing scal As evidence of heavy payments to the railway companies by the ex-(A) On all lines east and includpress companies, in the case of the ng Windsor and Sudbury, excluding Dominion Express Company out of a total gross revenue of \$21,673,696 (B) All lines west of and includearned in the seven years prior t ing Sudbury to and including Sault 1908, the total paid to the C. P. Ste. Marie, Crow's Nest, Canmore, was \$13,409,240 or 63.9 per cent and Thornton, Albta., also north of During the same period the Cana dian Express Company out of a total (C) On all lines west of and inrevenue of \$13,362,266 paid the Grand cluding Crow's Nest, Canmore, and Trunk \$8,467,307 or 55.5 per cent. Chornton to the Pacific Coast, and The board declares that there is no reason for the existence of separ-

ate companies to handle express bus (2) That mileage graupings of B. iness, for the traffic could be as well & D be assimilated to those of handled by the railroad companies. A so that there shall be no overlap- In fact in one year the C. P. R. was paid over \$340,000 for station ac-

comodation and the explanation was (3) That the basis of A does not





Opp. P. O.

pers. "But at the moment," says the udgment. "this is not the point for onsideration. Do they, in the result, produce only fair and reasonable returns to the railway companies, or from financial results and generally some general reduction be mada?"

performing ns, are accountable not only

forms of contract. The capitalization of the companies in the opinion of the Commissionbasis" 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 conenient way. The companies are really only agencies for the railways, abolished. ut the Commissioners do not undertake to say to what extent, if any, the railways derive an undue profit to the companies the exact mileage

over the whole workibg of the ex- which should constitute each mileage ress companies. The judgment was written, by Chair nan Mabee and concurred in by As-

nquiry into the rates charged by

Canadian Express Companies. The

Inquiry was begun in 1908.

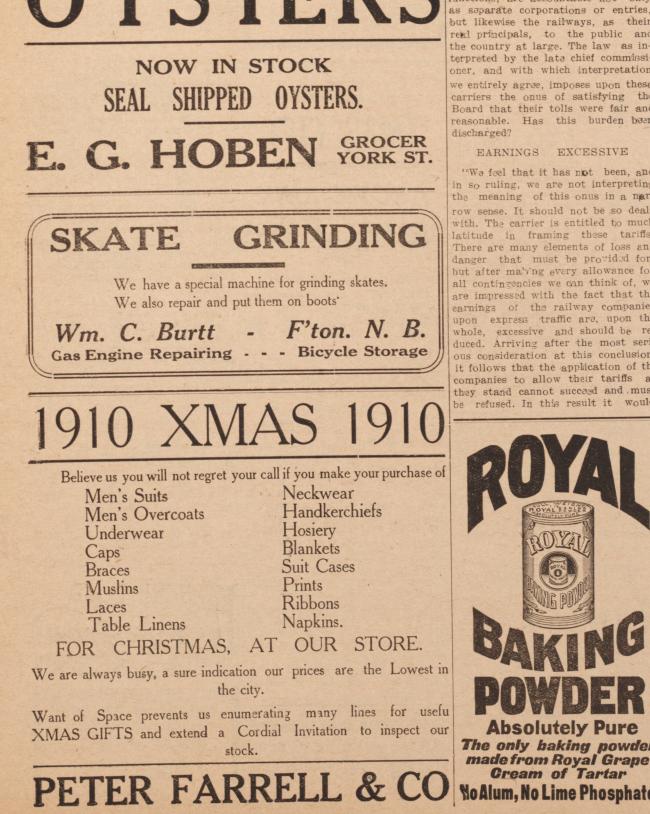
istant Chairman D'Arcy Scott, and tageous. For instance two or more Commissioner MacLean. Exclusive of of the western group should be equithe classification it covers 114 type- valent to and included in the correswritten pages OBJECT OF ENQUIRY Therefore, the board thinks that the

To discover whether or not the tariff tolls are responsible was the ole object of the inquiry, says the idgment. The tolls might upon the vhole, produce reasonable returns to the companies, but some classes of raffic might be unduly burdened,

while other classes might be carried for less than reasonable charges. This would be unfair to individual shipthe line 🐋 the T. & N. O. Railway. and including North Bay. easonable conclusions should net 1

COMPANIES' OBLIGATIONS

The railway companies have small lmost negligible portions of capital nvested in these express agencies. and these latter, being common carping. quasi-public iers



out likewise the railways, as their real principals, to the public and the country at large. The law as interpreted by the late chief commissioner, and with which interpretation rease in the rates. we entirely agree, imposes upon these carriers the onus of satisfying the of practice and lesser burden of rates Board that their tolls were fair and on interdivisional traffic, which is reasonable. Has this burden been not subject to Sudbury interbasing discharged? chedule, the higher or highest stan EARNINGS EXCESSIVE lard mileage scale as applied to the through mileage should govern in "We feel that it has not been, and either direction. n so ruling, we are not interpreting (5) Between points east of Sudthe meaning of this onus in a narury and points west of Sudbury the row sense. It should not be so dealt basing scale may be continued prowith. The carrier is entitled to much vided that the through rates are less atitude in framing these tariffs. There are many elements of loss and langer that must be provided for, but after making every allowance for all contingencies we can think of, we mileage from the point of originating are impressed with the fact that the earnings of the railway companies ipon express traffic are, upon the whole, excessive and should be rethrough rates. Arriving after the most seriluced. The view is expressed that the Sudis consideration at this conclusion, it follows that the application of the bury basing methods may reasonably companies to allow their tariffs as be applied to interdivisional traffic they stand cannot succeed and must via North Bay. refused. In this result it would 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 metes. A reduct on of at least ten per cent. from the lowest combination "Merchandise" rate between the same points should e a reasonable basis. CONTRACT FORMS. As regards contract forms the comstates: charges were to some extent and in

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exceed three dollars, of B five dolgiven that the company was pr ing for a bad year. lars, of C six dollars per one hun-The judgment says: "It looks as i dred pounds within the nine hundred

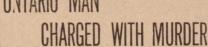
the express company was finding itto one thousand mile group. self with accumulation of money On Vancouver Island the groupings are to be harmonized without any in- hand that if retained might show very heavy dividends on even its

(4) In the interest of uniformity highly inflated capitul.j'

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station. The tariffs between points east of Sudbury and points wes thereof must show these specific ONTARIO MAN



Colborne, Ont., Dec. 23 .- At one o'clock this morning Henry I. Matthews, jr., was arrested on a charge of murder. For six hours the eviilence brought out by County Crown Attorney Kerr at the inquest into the death of forty-three year old Josephine Brimacombe had gradually unravelled the thread of circumstantial evidence. Though the verdict referred to an unknown person, Matthews was deatined.

Everything hinged upon the testimony of Drs. Hutchinson and Hewson, who had performed the autopsy, missioners say it is difficult to under- and which evidence was withheld unstand why the express companies have til the end of the session. This indi for years required such forms to be cated conclusively that the woman signed by shippers. The judgment met death by strangulation, and i was strongly opined that before this They are all unreasonable. When she was the victim of a brutal as-

the traffic of the express companies sault, which, as a deaf mute, she were beford us, we were told that the was powerless to resist.

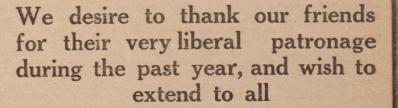
Twenty-four witnesses in all were many cases to a large extent, based heard, and according to several, some upon the great responsibility asgurgling outcry had been made about umed by the companies and the liability to make good losses arising ing apparently from the room where from a great variety of causes, and the dead woman was found. No one when the form of contract comes to went to investigate. be investigated, it appears that stu-

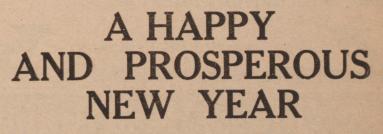
died attempts have been made to pre-When the sense of shame is lost, vent the shipper from recovering com pensation in the event of his goods advancement ceases.

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