

HON. MR. MABEE, CH. COMR.:—Yes, limited to \$10 in value.

What has already been said with reference to this being a competitive tariff is to a large extent to be applied to the second application. The law permits a carrier to compete in its tolls with another carrier, if it chooses. For instance, supposing the Canadian Pacific Railway was carrying from Toronto to Montreal a certain commodity at a given rate, and supposing the Grand Trunk Railway Company's tariff was considerably higher, and the shipper came to this Board for an order compelling the Grand Trunk Railway Company to carry to Montreal the same commodity at the same rate that the Canadian Pacific Railway Company was carrying it. As I understand the principles of the Railway Act, this Board would have no authority to compel the Grand Trunk Railway Company to do any such thing. It is, I was about to say, one of the few things that is left to the discretion of the carrier, namely, whether it will or will not meet the rates of its competitors. Now the situation would be the same if the post office authorities had just put in effect these regulations, and an application were now heard by this Board for an order requiring the express companies to compete with these reduced rates on this matter that under these regulations can go through the post office. This Board would have no authority to require the express companies to enter into any such competition. The reason for it is apparent upon its face. If that were the law, some rash tribunal might wreck a carrier by compelling it to enter into competition with some other means of transportation that it was not in any condition to compete with at all. It is open to the post office to carry any sort of matter that is capable of being carried through the mails, and it is open to the post office authorities to make regulations for the carrying of traffic through the mails at any toll, or at any sum that the authorities may choose. It may or may not be carried at a profit. It may be carried at a loss. It may be in the interest of the country as a whole that certain classes of matter should go through the post office at a loss, and it is idle to say that a carrier that is expected to earn dividends and reimburse its stockholders should be compelled to set itself up in competition with any such facility. If an application were being made here to compel the express companies to meet these reduced postal rates, it must fail. What is