COMMISSION FINDING ON EXPRESS RATES

The Summary of Report Which Concludes With The Order That The Rates Be Reduced—The Purpose of the Inquiry.

The following is the summary of the finding of the Railway Commission regarding the express companies giving details not included in the earlier despatches from Ottawa.

Tariff Toll.

Dealing with the question of tariff toll the judgment says that the matter was being dealt with solely with a view of trying to ascertain whether these tolls, upon the whole, are reasonable. "They might," says the judgment, "upon the whole produce reasonable returns to carriers, and yet some classes of traffic might be unduly burdened other classes be carried for less than reasonable charges. If so this would be unfair to individual shippers, but at the moment that is not a point for consideration. Do they, in the result, produce only fair and reasonable returns to railway companies or from financial results and generally reasonable conclusions and inferences from the foregoing, should not some general reductions be made? Railway companies have small, almost negligible portions of capital invested in these express agencies, and these latter, being common carriers, performing quasi-public functions, are accountable not only as separate corporations or ententies, but likewise railways, as their principals, to public and country at large. The law as interpreted by the late chief commissioner, and with which interpretation we entirely agree, imposes upon these carriers the onus of satisfying the board that their tolls are fair and reasonable. Has this burden been discharged? We feel that it has not been, and in so ruling we are not interpreting the meaning of the onus in a narrow sense. It should not be so dealt with. A 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 reduced. Arriving, after most serious 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 will be necessary to prepare new tariffs, and in framing them regard may be had to certain outlines that follow."

Delivery Limits.

In connection with this phase of the matter, the judgment notes that express rates in Canada are practically the same as those in the United States, where the companies are independent of the railways. The judgment then quotes at length various rulings of the board in respect to different phases of the matter considered. The question of delivery limits is one of the most important of these. It is directed that companies must propose to the board some reasonable basis for express traffic to move to delivery limit points, with maps. If no reasonable way of working out the problem of delivery points is found delivery limits will have to be abolished.

The board does not feel that it is necessary at the present time to give direction to the express companies as to the exact mileages which should constitute each mileage group westward from Lake Superior territory, inclusive, but it does appear that there will be advantages in general uniformity so that, for example, any two or more of the western groups should be equivalent to and included in the corresponding eastern group instead of the relation being fractional as at present. Express companies should, within three months, re-arrange their standard mileage territories from Lake Superior territory inclusive. In accordance with this direction the board directs:

(1) Four standard mileage basing scales, namely:

(a) On all lines east and including Windsor and Sudbury, excluding the line of the T and O railway.

(b) All lines west of and including Sudbury to and including Sault Ste. Marie, Crow's Nest, Canmore and Thornton, Alta., also north of and including North Bay.

(c) On all lines west of and including 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), and (d) be assimilated to those of (a) so that there shall be no overlapping.

(3) That basis of (a) do not exceed $3, of (b) $5, of (c) $6 per 100 pounds, the 900-1000-mile group.

On Vaucouver island groupings are to be harmonized without any increase in rates.

(4) In the interest of uniformity of practice and to lessen burden of rates on inter-divisional traffic, which is not subject to Sudbury interbasing schedule, higher or highest standard mileage scale applied to through mileage should govern in either direction.

(5) Between points east of Sudbury and points west thereof the Sudbury basing scale may be continued provided that through rates are less in all cases than the sum of the tariff rates to and from Sudbury, and are not greater than the higher standard tariff 15 applied to through mileage from the point of origin to destination. Tariffs between points east of Sudbury and points west thereof must show these specific through rates.

The board expresses the view that the Sudbury basing method may be reasonably applied to interdivisional traffic via North Bay. As to through rates the board has come to the conclusion that the express companies in Canada must establish joint through rates on express freight traffic which shall be less than the sum of their locals. A reasonable basis for joint per hundred pound rates should be construed on the basis of a reduction of at least ten per cent. from the lowest combination of "merchandise" rate between same points.

Dealing with the question of contract forms the board says it is difficult to understand why express companies have for years required such forms to be signed by shippers. After quoting numerous provisions of contract forms the judgment says: "They are all unreasonable. When the tariffs of the express companies were before us we were told that charges were, to some extent, based upon the great responsibiliay assumed by the company, and when the form of contract comes to be investigated it appears that studied attempts have been made to prevent the shipper from recovering compensation in the event of his goods being destroyed or lost while in possession of the company."

The board orders that the forms at present in use should be abandoned.

Dealing with the proposal of the fruit growers that an order should be issued in respect to rough handling of fruit the judgment says that nothing would be accomplished by this. An order of the board would not prevent an employee from damaging or pilfering. Besides an action for damages lies with the shipper.

Rates to Winnipeg to Be Lowered.

The board orders that the Dominion Express company reduce its car load rate on fruit from Ontario shipping points to Winnipeg to $2 per 100 pounds. It is pointed out that if the company can give, as it has, a blanket rate from all main line shipping points of British Columbia it should do same for Ontario growers.

In dealing with the question of graduated charges the judgment directs that the clause in the classification providing that when a rate between any two points is not given the next highest rate should be charged, seal be climated. The companies must extend the freight tariff of graduated charges so as to provide reasonably proportioned graduates for ful hundred pound merchandise rates published in companies' local tariff.

As to returned empties the board orders that empties outstanding may be turned free for a period of four months after the new classification goes into effect providing the shipper gives notification within thirty days.

Judgment sets forth that the whole classification of the express company has been gone over carefully and in its present form the board believes it will be found to be much fairer for all concerned.

Dealing with specific complaints from western Canada, the judgment states that a good many of these matters were dealt with in a judgment given on standard tariffs and that others will aright themselves as a result of this judgment; if not satisfactorily disposed of they can be considered later.

A change is made in the rates on cream. A tariff to be filed by the express companies is to provide that existing rates on sour cream will be the rate upon all cream when shipped to creameries for the manufacture of butter, the tariff to remain as it is upon cream for domestic purposes. Upon cream for creameries the company may perform no deliveries.

The judgment declares that the practice of having a separate tariff over new railway lincs in the west is wrong. The companies must file standard tariffs of through mileage rates in all cases.

The construction of tariffs in accordance with this judgment must be proceeded with without delay and must be submitted to the board within three months.

The Dominion Express company is ordered to cease making an extra charge for delivery beyond a fixed limit in the city of Winnipeg.

Do you know that fully nine out of every ten cases of rheumatism are simply rheumatism of the muscles due to cold or damp, or chronic rheumatism, and require no internal treatment whatever? Apply Chamberlain's Liniment freely and see how quickly it gives relief. For sale by dealers everywhere.

EMINENT SURGEON ON CANCER.

Sir Alfred Pearce Gould, K.C.V.O., Optimistic as to Powers of Radium.

London, Dec. 26.—Sir Alfred Pearce Gould, K.C.V.O., senior surgeon in the Middlesex hospital, who has made cancer his main study, is very optimistic about the treatment of the disease by means of radium and being able in the near future to conquer it.

In a lecture which he delivered before the Royal College of Surgeons he said that certain occupations were attended with peculiarity to cancer, such as those of chimney sweeps and workers in tar and paraffin, and unfortunately those who worked with X-rays.

"The public have been distressed," he said, "by the oft-repeated statement that one out of every eight women who reach the age of 35 subsequently die of cancer; and of the men who attain 35 years one out of every 12 dies of cancer. This no doubt is true, but we can express the same facts in terms of immunity, and say that seven out of every eight women and 12 out of every 13 men of 35 years of age will not die of cancer.

"This is the great initial fact of cancer immunity—that, in spite of added years and all unfavored conditions which tend to wear down the obedience of cell life to its fundamental laws, ninety per cent. of men and women who pass down the hill of life hold this dread enemy at bay."

An announcement that a gram—about 15 grains—of radium bromide has been promised from Vienna as a gift from Sir Ernest Cassell has aroused great interest in medical circles.

J. Travis Barker is in receipt of a letter from Colonel Howell, head of the C. N. R. immigration department in London, in which Colonel forecasts a very heavy immigration to Canada next season. The offer made Mr. and Mrs. Barker by the C. N. R. to join their staff of agents in England has been held open awaiting developments here.

RAILWAYS MUST TAKE GREATER PRECAUTIONS

Legislation Recommended to Government by Conservation Commission—Much Information on Last Summer's Prairie Fires.

Ottawa, Dec. 28—Apprehension has been expressed by railway officials at the proposed legislation regarding fires set by locomotives which was foreshadowed by Hon. Clifford Sifton, chairman of the Commission of Conservation in an address recently delivered before the Ottawa Canadian Club. An interview given by a leading railway official subsequently appeared in the press questioning the reliability of the statistics of railway fires compiled by the commission of convervation and attacking the proposed legislation.

When confronted with this interview today M. J. Pattison, acting secretary of commission on conservation, said:

Not Informed of Facts.

"The railroad man who gave that interview was not informed of the facts in regard to the statistics respecting fires set by railways as given by Mr. Sifton in his recent address. When it was known early in the season that the forest fire losses this year would likely be heavy, the commission of conservation dispatched expert officials to visit the scenes of the various fires and investigate the causes. The reports of these men have been made and show that over thirty per cent of the forest fires for which definite causes could be assigned, were caused by railway locomotives.

"This information was gathered by thoroughly experienced men and is of most reliable sort. The conservation commission in advising legislation to prevent the enormous annual fire losses from this cause made sure that their recommendations should be backed home with facts that were in no wise open to question."

Ignorance of Legislation.

"Then there is a most inexcusable ignorance displayed regarding the legislation the commission is asking the government to pass The statement that the enactment of the legislation recommended would hold the railways responsible for all fires adjacent to their lines is not true. Nothing of the kind has ever been proposed. What the commission did recommend was that the railways should be liable to a penalty for all fires actually caused by sparks from their locomotives and for all fires which were allowed to spread from their right of way to adjacent lands. They will not be held liable for fires if they can show that they had on their locomotives the best modern appliances to prevent the emission of sparks; that their employees had shown no negligence in the starting or the spreading of fires and that they had a properly equipped fire fighting staff to check fires when once started.

"In other words the railways are to be liable to a penalty for fires they start unless they can show that they have used every reasonable precaution to prevent damage from that source. No fair-minded man can say that such legislation would be unreasonable."

STRIKE SITUATION IS LITTLE CHANGED

Winnipeg Street Railway Company Claim to Be Operating Full Service and Strikers Declare They Will Win—Magistrate Hands Out Stiff Sentence.

Winnipeg, Dec. 28.—The street car situation drags on wearily. The company claim to be operating a full service, and, with the exception of one or two lines which they are not operating at all, they doubtless are. Certainly they are operating plenty of cars, but their schedules are totally disorganized, owing to the inexperienced crews being unable to live up to the time tables. However, they are being run safely, accidents being few and trifling. The strikers still profess confidence and firmness, but a few of them have returned to work.

In the police court this morning, Wasyl Barlan, a strike sympathizer, who threw away an empty bottle so carelessly that it went through a car window, was sentenced to nine months. Hon. T. M. Daly hinting that the next offender in this fashion would get five years in the penitentiary.

CROWD AT THE CORONATION.

London, Dec. 28.—An interesting feature of King George's coronation will be the provision of a third throne for Queen Alexandra. This will be placed on the deft of the King's coronation chair, Queen Mary's being on the right. The two Queens' chairs will be identical in height, and each will be two steps lower than that of the King.

Westminster Abbey will be closed to the public from the middle of February, when it will be handed over to the Office of Works. When this takes place a complete transformation in the interior of the building will begin.

At the crowning of King Edward at least 7,000 spectators were present. This number is likely to be considerably exceeded, since King George has ordered that accommodation shall be provided for members of the House of Commons and their ladies. Two tickets will be available for every member, and these will be issued early in the new year. Each member of the House of Lords is entitled to a ticket for the ceremony, and another for his lady, and these demands must be satisfied before any other claims are considered, even those of foreign royalties or their representatives.

Extra accommodation will be provided by erecting galleries in the chapel of King Edward the Confessor, which command an excellent view of the whole ceremonial. Similar galleries were built prior to the coronation of King Edward, but were not used, because it was feared that they might obstruct the view of distinguished visitors.

GREY WILL START FROM EDMONTON

GOVERNOR-GENERAL TO LEAVE THIS CITY IN EARLY SPRING FOR ARCTIC.

Ottawa, Dec. 28—If the plans for Earl Grey's trip down the MacKenzie river to the Arctic are carried out, His Excellency will be met at the mouth of the MacKenzie by the cruised Rainbow of the Canadian navy now stationed on the Pacific Coast as a training ship. It is proposed that Earl Grey shall make his start from Edmonton in the early summer. As in the case of the trip to Hudson Bay, His Excellency will be escorted by a detachment of the Northwest Mounted Police.

It is estimated that it will take not more than three weeks to make the journey down the MacKenzie. The journey by steamboat from the mouth of the MacKenzie to Victoria will be four thousand miles. Preparations will be taken as to navigation. The details of the trip are now being considered and unless something unforeseen happens, it will be made.

Two Million for Dry Dock.

A subsidy on an expenditure of two million dollars will be given to the G.T.P. for its dry dock at Prince Rupert. A report containing this recommendation has been made to the Minister of Public Works by the chief engineer of the department and will be submitted to the council and no doubt approved. Plans will be filed by Messrs. Bullen, of Victoria, for a second-class dry dock at that point.

Reciprocity Negotiations.

It is impossible to obtain any definite statement here as to the resumption of the reciprocity negotiations but there is every reason to believe that the original program will be adhered to and that Mr. Fielding and perhaps Mr. Paterson will go down to Washington about Jan. 12.

The Minister of Finance has returned to Ottawa feeling much better and will devote his time between now and the reassembling of parliament to "clearing the slate." One of the important questions to be settled is that of an appropriation for the Winnipeg World's fair.

At present there is no intention for the delivery of budget speech before February and it may be March. By that time Mr. Fielding will, it is hoped, be in a position to deliver the speech himself and to make a detailed announcement as to the result of reciprocity negotiations.

Renovating Printing Dept.

Numerous changes are being made in the internal arrangements at the Government Printing Bureau and the work of the officials so assigned is calculated to prevent a recurrence of the charges of extravagance and dishonesty which have been established.

Structural alterations will be made so as to permit of the printing staff being under the view of the superintendent. It is understood also that the employees will be put under the provisions of the act as regards outside services. The new superintendent, Mr. Boardman, leaved for New York and Washington on Saturday to get pointers there respecting the operation of the bureaus in these cities.

New Canadian Mint.

The finance department is awaiting the approval by King George in regard to the effigy to be used on Canadian gold coins. As soon as this is done and dies are forwarded the coinage of gold will begin at the Ottawa branch of the royal mint. It will likely be next month.

The first Rhodes scholar from Ottawa will be Thomas Leo McEvoy, son of Mr. Samuel T. McEvoy, of the cement laboratory of the Public Works department. He was today selected by Ottawa University, whose turn it is to name a student for Oxford this year.

The Transcontinental.

Contractors for several divisions of the National Transcontinental are in the city reporting good progress on the work this winter. According to their estimates the coming year will see all the work except ballasting on some sections completed from Winnipeg to Moncton. Several of the divisions will be ready for operation and the whole should be taken over by the fall of 1912. Relaaxtion of immigration regulations has resulted in labor coming in more freely. Difficulty is experienced in some places in getting ballast and prospecting for pits is in progress.

Sir Wilfrid Laurier will go to Quebec on Thursday, January 5th, to address the Women's Club of that city on developments of the far trade in Canada.

CALGARY FRACAS.

Husband Threw Bricks and His Wife Shot Windows Out in Southern City.

Calgary, Dec. 28—As the result, it is alleged, of indulging in too much Christmas cheer, Fred Taylor is now in the lockup awaiting appearance before the magistrate on a charge of assaulting his wife.

It appears that the couple lived in rooms above the offices of the Sillea Brick company, on the corner of Tenth avenue and Fourth street west. Taylor came home early this morning and proceeded, it is alleged, to bombard his house by throwing bricks at the windows with the result that considerable damage was done, and his wife was struck by one of the missiles on the head.

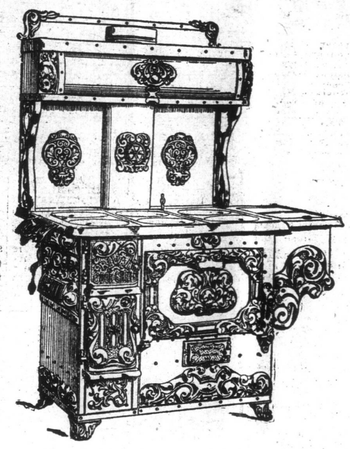
Fearing that her husband would become more dangerous Mrs. Taylor locked the doors and fired a revolver with the hopes of attracting the attention of the police.

The windows were badly perforated by the revolver shots which the alarmed woman fired, and the dwelling looks as if struck by a cyclone.

The police were quickly on the scene and arrested Taylor who went away with them without resistence.

Local Option Campaign.

Vancouver, Dec. 28—Though defeated recently in Prince Rupert and Chilliwack, local option enthusiasts are planning to take votes in New Westminster and Slocan district.



Don't Wait Till Spring

Have you decided yet whether you will get a new heater or change your range? Don't keep putting off changing your range till spring for you will burn more coal and then not get the best of your fuel with your old range. We can fit your kitchen with a

"GOOD CHEER" RANGE

that will give the heat in your kitchen, save your fuel and make your cooking a pleasure. Here are a few of our specialties:

The Wascona Steel Range, with four number nine lids, handsomely finished, the ideal range for a small family.

Price, square with high closet, $30.00. With copper reservoir, $34.00. With hot water connection, $33.50.

The Sirdar Steel Range, full size kitchen range, six number nine lids, 18-in. oven. Price $32.00, or fitted with reservoir or hot water connection, $35.00

The Alberta Oak Heater, guaranteed to be the strongest and best made oak heater on the market, cast iron bottom and handsome nickle trimmings, in five sizes.

No. 11, $6.00; No. 13, $7.50; No. 15, $10.00; No. 17, $12.00; No. 19, $16.50.

Ross Bros., Limited Corner Fraser and Jasper PHONE 1825

Mayers Lease-Expiring Sale

As we have not been able to arrange for a new lease on our present premises, we have decided to sell out clear all our stock in order not to have to move it in case such action is necessary. Please study the following prices —

Men's fleece lined underwear at per suit ... 90c.
Men's wool lined underwear at, per suit ... 90c
Men's wool sox, regular 25c, now 6 pairs for ... $1.00
Good wool Toques, 15c, 50c, and 75c now ... 20c
Men's fur lined Caps, $1 and $1.50, now ... 75c

Good warm lined Gloves, $1.50, $1.75, and $2.00, now ... 90c
Wool Mitts, 25c, 35c, and 50, now 20c

MEN'S AND BOYS' SUITS

30 Men's Suits, $15, $18, $20, now $12
28 Men's Suits worth $22, now $14.00
35 Boys' Suits, $3.50, $4.50, & $6.50 now ... $2.85

Bear in mind our s ock is to be cleared and this is your opportunity to save your hard earned money on the line of merchandise we carry, and further, we stand back of our goods, because if you are not satisfied, you get your money back.

Mayer's Clothing Store

123 JASPER AVENUE EAST, EDMONTON

CONFERENCE ON THE CONTROL OF RAILWAYS

Chairman Mabee, of Canada, and Chairman Knapp in Conference at Washington—The Need of a Board of Control for Two Countries.

Washington, Dec. 28—As a result of a long series of conferences between Judge Martin A. Knapp, chairman of the inter-state commerce commission, and the Hon. J. P. Mabee, chief of the railway commission of Canada, an agreement has been reached to recommend to the Governments of the United States and Canada the creation of an international railway commission which shall have supervisory authority over the railway rates in operation between the countries.

Mr. Mabee arrived in Washington from Ottawa last night to discuss the details of an agreement he had reached with Judge Knapp last August. Today the two officials who were designated by their respective governments to make a report upon the subject, were in conference.

The report will be completed in a day or two. It will be filed by Mr. Knapp with the state department and by Mr. Mabee with the foreign office of Canada. No details of the report are yet available beyond the fact that it recommends the establishment of an international commission upon which shall be conferred certain defined regulatory powers.

How It Will Be Created.

Whether the commission is to be created by treaty or joint legislation cannot be announced at this time. For a considerable period it has been realized that the incoming traffic both passenger and freight between the United States and Canada was likely to render control over rates in the future a difficulty unless some international action were taken. The acquisition by the American terminals and lines present increasing difficulties. In the existing circumstances neither an American nor a Canadian carrier may be required to furnish to a shipper a through bill of lading from any point in one country to the other. The reasonableness of the international rates which ordinarily are a combination of rates, local to each country, can be determined only by a circuitous proceeding instituted before the commission of both countries.

How The Idea Grew.

No power at present exists that can require carriers engaged in the international transportation to establish what may be called officially a reasonable through joint rate. Out of this situation grew the idea of an international commission which should have supervisory control over the railways and other common carriers doing an international transportation business.

It was the desire of Judge Knapp that the report of Mr. Mabee and himself should be completed and submitted before his retirement from the inter-state commerce commission.

Their labors will be concluded by next Friday on which day the report will be filed with the department of state.

FORESTRY CONVENTION.

Canadian Forestry Association to Hold Gathering in Quebec about the Middle of Next Month.

Ottawa, Dec. 29—His excellency the Governor-General has graciously consented to open the Forestry Convention which will meet, at the call of the Premier, Sir Wilfrid Laurier, at Quebec City on January 18, 19 and 20, under the auspices of the Canadian Forestry Association. Preparations for it are now in an advanced stage.

The president of the Association, Senator W. C. Edwards, will preside, and many prominent Canadian speakers, as well as representatives from the United States, will take part. Among those who are expected besides a number of official representatives are Sir Wilfrid Laurier, Mr. R. L. Borden, M.P., Hon. Clifford Sifton, Chairman of the Commission of Conservation; Hon. Sydney Fisher, Hon. Frank Oliver, Sir Lomer Gouin, Hon Jules Allard, Hon. Frank Cochrane, Hon. W. C. H. Grimmer, Mgr. Lapointe, Vicar General of Chicoutimi, R. H. Campbell, Dominion Superintendent of Forestry; H. S. Graves, Chief Forester of the United States; Dr. H. S. Beland, M.P., Dr. B. E. Fernow, Dean of the Faculty of Forestry of the University of Toronto; E Stewart, formerly Supt. of Forestry; E. E. Ring, Forest Commissioner of Maine; Achille Bergevin, of the Quebec Fish and Game Protective Association; and Dr. C. Gordon Hewitt Dominion Entomologist.

Anyone who expects to be present will greatly assist by communicating as soon as possible with the secretary Mr. Jas. Lawler, Canadian Building, Ottawa, from whom programmes and all information may be received. The Legislature of Quebec will be in session, and the Commission of Conservation will hold its annual meeting in Quebec on Jan. 17th. The railway companies have already granted a single-fare rate for the journey to Quebec and return, on the standard certificate plan, from all points in Canada east of Fort William. It is hoped also to secure reduced rates from points west of this.

SMALLPOX IN QUEBEC.

Inhabitants Are Now Submitting to Measures Adopted to Check the Disease.

Montreal, Dec. 28—Reports received by the Provincial Board of Health on the epidemic of smallpox in the northern part of the province are that the disease is still ravaging in Lake St. John and the north coast districts.

Inspectors stationed at Bersimis, Escoumains, Milievaches and Bergerannes report the population are now submitting to the measures adopted to check the epidemic and that in a few weeks all trace of the contagion will have disappeared.

MEN AND WOMEN WANTED

We desire to employ a few Bright, Intelligent men and Women.

$2 00 per day GUARANTEED SALARY AND COMMISSION.

Write The J. L. Nichols Co., Limited, Toronto.

THE NEW FLAVOR MAPLEINE

A flavor used the same as lemon or vanilla. By dissolving granulated sugar in water and adding Mapleine, a delicious syrup is made and a syrup better than maple. Mapleine is sold by grocers. If not send 50c. for 2 oz. bottle and recipe book. Crescent Mfg. Co., Seattle, Wn.

AFRAID OF NO STORM.

Face the fiercest storm and have your face protected as you would looking through a window. The greatest invention for drivers. Here is what one doctor says:

Viking, Alta., June 23, 1910.
Dysthe Mfg. Co., Winnipeg.
Dear Sir:
I found much benefit from your Face Protector last winter and can recommend it to those having driving to do on cold or winterly days.
Yours truly,
G. E. STORY, M.D.

A circular on request will give you the recommendation of many other doctors. The price is $1.00. Agents wanted everywhere.

MARTINUS DYSTHE, Winnipeg. Canada.

Where the disease caused the gravest alarm, in Herbertville, near Saguenay between Roberval and Chicoutimi, it is reported that a great percentage of the population is effected.

ACTION IN SIMS' CASE.

Washington, Dec. 28—The navy department is waiting on the president to determine what, if any, action shall be taken in the case of Commander Sims, who is charged with indiscretion in his allusions to American sentiment towards England in an after-dinner speech in London.

Commander Sims' explanation to the department is stated to have been that he uttered the remarks without premeditation and purely on his personal responsibility.