

the Canadian classification. I have run over the list in the international classification hurriedly, and I find that there are some 13 or 14 items, and some of them items of much importance, and under the heads of which one would think a good deal of traffic would move. Take, for instance, plants of all kinds, not including potted plants, roots live, seeds of all kinds, tubers, samples of grain; all of those things in addition to the articles enumerated in the present section D of the Canadian classification are embodied in that international classification, and that voluntarily by the express companies. Now, we should hesitate at taking out of a Canadian classification a long list of articles and commodities that move under an agreed classification with the American carriers between points in the United States and Canada, and between points in the United States, and vice versa. Take, for instance, articles shipped from Boston, carried by the Dominion Express Company to, we will say, Vancouver, in the same cars as the Canadian traffic would be moving from some point originating in Canada, under the agreed scales with the American carriers embodied in classification No. 20; this traffic would move at very much less rates than the same class of traffic over the same line of railway in the same express cars would move from originating points in Canada to Vancouver. Illustrations might be multiplied, but that of itself is sufficient to cause us to pause, even if there were nothing else in the whole case, before we eliminated section D. It is impossible to tell what shippers might be injured by reason of very much lower rates upon traffic originating at American points coming to Canadian common points and carried in the same car. Therefor, we conclude that the section should remain in the classification and should not be eliminated.

Now with reference to the second branch of this case, namely, the application of the Booksellers' Section of the Board of Trade to have the classification that we approved, and which became effective on the 1st of March of this year, varied by increasing the weight that is to be carried under section D from 5 pounds to what it stood under the former section, namely, any weight that the shipper might choose to forward.

Chrysler, K.C.:—Provided that it is not worth more than \$10.