

OHIO AND 2 CENT FARE

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an interstate business are arbitrary figures—made by these companies and based upon the Ohio mileage proportion of the companies' gross business. A comparison of the receipts of the carriers for five years is shown in the table prepared by the commission with the average passenger receipts for these years, which by comparing the receipts of the year 1907 show, in most instances, that the receipts for that year are in excess of the average receipts

No doubt the cutting off of free transportation has had something to do with the increased earnings. Again, the carriers have refused special excursion rates to conventions and the like, which has increased their gross earnings as well as helped maintain the average receipts per passenger per mile. The cheap Sunday excursions, however, continue to be a feature of passenger transportation.

Only a careful analysis, impossible from these figures or from any data returned to the commission, would disclose what per cent of profit there is in the passenger business. It would require a division of operating expenses. This could be easily ascertained so far as the movement of trains is concerned, and as to the expenses of officials and employees and certain other items strictly applying to passenger business, but the difficulty is in the division of the expense of station costs, maintenance

These figures are sufficient, however, to show that the two-cent fare law has not worked any material harm to any line, and it remains for a carrier to show by a clear demonstration that the change in the passenger rate law has injured it. The mere fact that there may be a reduction in the gross receipts is not sufficient. It would first be necessary to show that the previous rate was non-remunerative, or that the operating expenses were excessive.

The figures, as they stand, indicate that the new rate law has been beneficial. It does not appear from the reports that new trains and additional equipment have been necessary in handling any increase of business. The other question then is: Has the passenger service on any road been diminished as a result of the new rate? If

nas, then the carriers are handling the same or an increased business at a less cost. In case there have been less passenger facilities, it is for the people to complain, but the commission has not had any complaint of the abandonment of service, nor has there been any appreciable additional service installed.

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parcels post conventions. This reduction would remove a manifest injustice. Mr. Meyer would also raise the limit of weight from four pounds to 10 pounds, which is the maximum at present allowed on parcels sent to those foreign countries.

An important opposition to the parcels post has come in the past from the country retail merchant, who felt that it would destroy his business.

to deal with the large mail order house in the big cities and so would injure his trade. Mr. Meyer has met this opposition by a further recommendation. He would establish on the rural free delivery routes a parcels post system at a lower rate than that of the general system. The rate which he advocates is five cents for the first pound and two cents for each additional pound, or 25 cents for an 11 pound package.

This would enable the farmer and other patrons of the rural route to order their supplies by telephone or postal card when it is not feasible for them to drive to town, and have them delivered by the rural carrier. It would increase consumption and so improve the trade of the country merchant.

The adoption of this system would have the further advantages of reducing the cost of the rural free delivery service by increasing the revenues from

it, and of increasing the pay of post masters of fourth-class offices.

Worthy of Public Support.

Opposition to Mr. Meyer's parcel post plan will doubtless still come, as it has always come in the past, from the express companies, but the inherent justice of it and the great service which it would render to a large proportion of the people ought to prevail over any plea of special interests.

All of Mr. Meyer's recommendations are in the opinion of the

DROPS HIS "SINECURE"

EDMONTON, Nov. 10.—W. A. Buchanan, provincial librarian, has resigned. The Lethbridge Herald, with which he was formerly identified, is about to launch a daily edition, and he will assume charge of the new venture.

The annual banquet of the Central Conservative Association of the Sixth Ward will take place in Oddfellows Hall, Dundas-street and Sheridan-avenue, to-morrow evening. The election of officers will take place.

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