

Now for the Press-pass Abuse.

Hon. Mr. Emmerson, Dominion Minister of Railways, has undertaken a good stroke of business in curbing the chronic pass evil on the Intercolonial Railway. In the past employees of the road have had almost unlimited pass privileges for themselves, while their families travelled either free or at a very low rate. Naturally some of the "families" were pretty large, and the loss of revenue was considerable in a territory where legitimate passenger traffic was none too heavy at the best. Some resentment is expected from the class which suffers curtailment of a long-established privilege, but the change will commend itself to all who have the best interests of the road at heart. Deadheadism is a curse to any railroad, and, indirectly, to its patrons. Deadheadism is responsible for a considerable part of the repeated deficits on the People's Road. In the order recently issued, the limit of employees' passes is one pass a year to each employee, and none to members of his family. Concurrently with this order, a system of checking the passenger traffic, by means of special audit agents, has been adopted. These officials are employed on private railways, and are undoubtedly needed on the Intercolonial.

It now remains for Mr. Emmerson to go a step further, and get after the press-pass abuse. The writer knows of one printing office in New Brunswick which prints two small papers, and employs, all told, some sixteen or eighteen hands, including those in the mechanical departments, yet, at its behest, Intercolonial passes were, within the past three years, issued simultaneously to at least four persons, one of whom did about enough work in the editorial office to pay the proprietor for the trouble of getting him free transportation whenever he wanted it, which was pretty often. Other passes were procured sometimes for one person or another connected with the business. Yet while thus issuing annually hundreds of dollars' worth of free transportation, the Intercolonial management was paying the county newspaper published in this office, advertising rates for printing weekly the road's local timetable. This sort of thing has been going on all along the line, the extent of the graft depending upon the suavity of the business manager, and upon his political leanings or pull.

If there is any class of men who should travel cheaply it is journalists, because the more they move around the better it is for the constituencies they serve, but the notorious graft in connection with the issue of Intercolonial press passes should be stopped short. It will admittedly require courage for a Minister of the Cabinet to brook the disfavor of the newspaper publishers and editors, but, after all, the editorial conscience is not so corrupt or narrow as that of some other classes of the community, and we believe the journalists of the Maritime Provinces would not regard unreasonably an attempt to prevent abuse of their professional privileges. At any rate, Mr. Emmerson has shown himself possessed of courage, honor and strength. He is, undoubtedly, the man to eliminate graft from the administration of the road, and place it on a clean business basis. Run on such principles, the Government road would be, not only an immense boon, but a credit to the country. On any other basis, nothing can prevent its being a hotbed of political corruption and graft.

The Day of Big Things.

Commenting with a touch of irony upon the formation of the Grand Trunk Pacific Terminal Elevator Co., with nominal capitalization of \$5,000,000, "The Farmer's Advocate," of Winnipeg, says:

"The earth and the fullness thereof is the Lord's," but the Grand Trunk Pacific Terminal Elevator Co. seems bound to get the overflow. The charter of this company carries with it permission to engage in almost every imaginable industrial enterprise. In fact, the company is empowered "to carry on any other business which may seem to the company capable of being conveniently carried on in connection with the business or objects of the company; or calculated to enhance the value of, or render profitable, any of the company's property or rights."

We have been calling for capital to develop our resources, and here is the promise of it, for it is certain that the Grand Trunk Pacific Terminal Elevator Co. can command practically unlimited funds.

Welcome the day of big companies; they may destroy competition, create monopolies, raise the cost of necessities, make work more monotonous, and do a thousand and one other things to add to the general sum of human misery, but in return we have big institutions, multi-millionaires, investigations and scandals. As the philosopher says, "There is universal compensation"; and, like humanity, if we must grow big, as a nation, we must sacrifice our childhood innocence, and, like humanity, we have no other choice.

The splendid Process and Agricultural Implement Building, with a capacity of 86,000 feet of floor space, is now nearing completion on the grounds of the Canadian National Exhibition, Toronto. It is constructed almost entirely of brick and steel. Thirty processes of manufacture will be seen on the grounds this year, the extent of this feature dwarfing anything of its kind the exhibition has previously had.

Germany's Further Restrictions on American Meat.

A press despatch last week from Berlin, Germany, said that the German Government, not impressed by President Roosevelt's recent assurances to the British Grocers' Federation regarding American meats, has decided, beginning Sept. 15th, to enforce new and more stringent inspection laws in the case of American packed products, which will practically annihilate what remains of a once enormous trade.

The new regulations provide that cuts of fresh beef from abroad shall be examined to see if the glands bear tuberculosis symptoms. If they do the meat will not be admitted. Inasmuch as American refrigerated meat has the glands removed prior to shipment, the regulations, it is said, will practically exclude American meat from Germany. The Government will also stop the shipment of American canned meats to the troops in South Africa, although it is under contract for a regular supply until October.

Automobile Club Giving Prizes for Good Roads.

Every cloud has its silver lining. Automobilists are trying to do something to improve the roads they wish to use. The Toronto Automobile Club is offering \$1,000 in prizes for the construction of good roads in the four York County townships of Scarboro, Etobicoke, Markham and Vaughan, with the incorporated towns and villages therein. According to the newspaper item the prizes will be given on the following points of merit: Proper drainage, serviceable width, efficiency of crown, hardness, smoothness, permanency of construction. The improvement must be on one of the leading highways of the county. There must be five entries before a first prize is given, eight entries for a second prize and ten for a third. The judges will be Mr. A. W. Campbell, Provincial Highways Commissioner, and one representative each from the York County Council and the Toronto Automobile Club.

Fair Dates for 1906.

Winnipeg Industrial Exhibition.....	July 23-28
Brandon Exhibition.....	July 31-Aug. 3
Cobourg Horse Show.....	Aug. 14-16
Canadian National, Toronto.....	Aug. 27-Sept. 6
St. John, N. B.....	Sept. 1-7
Winchester, Ont.....	Sept. 6-7
Canada Central, Ottawa.....	Sept. 7-15
Western Fair, London.....	Sept. 7-15
Michigan West, Grand Rapids.....	Sept. 10-14
Sussex, N. B.....	Sept. 10-14
New York State, Syracuse.....	Sept. 10-15
Chatham, N. B.....	Sept. 14-21
Peel Co., Brampton.....	Sept. 20-21
South Ontario, Oshawa.....	Sept. 25-26
Dominion Exhibition, Halifax, N.S.....	Sept. 20-Oct. 5
Prince Edward Island Agr. and Industrial Exhibition.....	Oct. 8-12
Provincial Exhibition, New Westminster, B.C.....	Oct. 2-6
American Royal, Kansas City, Mo.....	Oct. 6-13
International, Chicago.....	Dec. 1-8
Ontario Winter Fair, Guelph.....	Dec. 10-15
Caledonia.....	Oct. 11-12

Managers of fairs whose dates do not appear on our list will confer a favor on our readers by sending in their dates.

Homestead Map of the West.

A third edition of the even-section or homestead map of Manitoba, Saskatchewan and Alberta, has been issued by the Department of the Interior. This decision shows the information as to homesteads and even-numbered sections otherwise finally disposed of, corrected to the 1st of May last. It also shows the forest reserves, in accordance with the Dominion Forest Reserve Act, passed at the recent session of the Dominion Parliament, with other information relating to the Western Provinces, as in previous editions, but corrected to the 1st of May last.

New Experimental Farms.

An Ottawa despatch last week announced that the Dominion Government will establish two experimental farms in Alberta. One of these will be located at Lethbridge, on the dry belt, where crops are produced by means of irrigation. The other station will be at Lacombe, in the north. Saskatchewan has now an experimental farm at Indian Head. It is also the intention to locate a station on Vancouver Island.

Potatoes for Alcohol Production.

The United States Department of Agriculture has despatched Prof. N. E. Hansen, of North Dakota, to Europe, to obtain a quantity of seed potatoes, known as "Stock" potatoes, which yield heavily, and, being very starchy, are valuable in the production of alcohol, which may now be manufactured in that country, denatured, and sold for light and fuel and industrial purposes, free of excise duty. Prof. Hansen will also be on the lookout for hardy varieties of fruits for the Northwest. It was Prof. Hansen who introduced the Turkestan variety of alfalfa into the United States.

Room for Improvement in Handling of Fruit by Express Companies.

According to a reporter of the Toronto World, there is a little chore for the Railway Commissioners to do in looking into the handling of fruit by the Canadian Express Company at Toronto, and probably other points as well. Some dozen or more produce commission merchants on the fruit market of the Queen City were unanimous in complaining that the facilities for handling perishable freight are inadequate, the methods of checking consignments are extremely poor and unsystematic, the attitude towards claims filed by merchants for shortage or loss of goods unjustifiable, arrogant and arbitrary, and that there is a flat failure on the part of the company to provide men to unload cars when they are shunted in position at the fruit market, no matter how belated the train may be, and how the fruit may suffer as a consequence.

The reporter's description of a scene where a fruit train was being unloaded, seemed to bear out the complaint about the checking system. Some dozen employees of various dealers were dodging in and out of the cars, scrambling over each other in their haste, upending baskets, snatching here and dropping there, shouting, hustling and grabbing promiscuously, with nothing to guide them in their hurly-burly transfer except the names of the consignees, stamped (and sometimes half obliterated) on the ends of the packages. A single checking clerk stood in the car with a dozen tally slips, making an effort to check the boxes as they were removed. The merchants say that if they are short a piece of freight and complain to the company, they get the stereotyped reply, "The goods were checked when taken from the car, and that is all we can do." In a case where a just claim is made to the company for reimbursement or loss, and no response is made, would you not be justified in holding out money for freight till an adjustment was made?" asked the reporter. The reply was: "That has been tried more than once. The company simply hold up the complainant's whole consignment next day till the last dollar is paid." One of the bitterest complaints is against the slow procedure in shunting to the market cars which arrive late. There are usually two fruit trains a day, one due at 9 a.m. and one at 12.30. Should the latter be late, and the company unable to place the cars before one o'clock, they are not shunted to the market till after 2 o'clock.

Of course, the local agent of the express company put a different face on the matter. Regarding the confusion in unloading cars, he said: "If 80 men were put in the warehouse to unload fruit to-morrow, and the merchants requested to stand back till the shipments were checked and placed, they would not be satisfied with the plan for a moment. They all want to dive in and carry out the packages as soon as the cars are placed."

To the charge of delinquency in placing cars on arrival, he remarked that there were "some matters over which the company had no control," and he was not in a position to speak authoritatively on that subject.

The friction between the express companies and the commission men over the fruit and vegetable business has been rather acute for years, and, with the increasing traffic, a readjustment of arrangements seems imperative. After November 1st the express companies will be under the jurisdiction of the Railway Commission, and it looks as though this body should be able to do something to smooth out difficulties and prevent the delays and medley which cause loss to the growers and shippers; for, of course, in the last analysis, any defect in the system of handling bears on the producers.

The Hill Way of Looking at Things.

Whether the motive were one of policy or of liberal Canadianism, General Manager Morse, of the Grand Trunk Pacific Railway, deserves credit for the words he used to a newspaper man who interviewed him lately. Perhaps he is shrewd enough to take a cue from Mr. Hill, and gain advertisement and favor by public-spirited utterance. If so, we are realizing an anticipated incidental benefit from the advent of Hill enterprise into the field of Canadian railroading. Hill is a broad-gauge man, and may be expected to have an expanding effect upon associates and competitors.

"From the Grand Trunk Pacific standpoint," said Mr. Morse, "which is probably a selfish one, we would much prefer Mr. Hill and his interests to confine their operations south of the boundary."

"From the purely Canadian point of view, I think it is an excellent thing for the country to have the Great Northern come. The people of the West are entitled to the same privileges and consideration as those in the East, and in the transportation line they desire and require competition. Mr. Hill and his methods will undoubtedly assist in procuring the desired results. Personally, I think the more desirable settlers, the more capital, the more industries and the more railroads that can be brought into the Northwest during the next few years, the better it will be for the country."

Barley cutting was reported from several points in Manitoba on July 20th. The sample of grain is said to be excellent, and the yield large. Campbell & McLean, of Winnipeg, say harvesting will be general between the 12th and 22nd of August. Crops generally are most promising throughout the Canadian West.