

the occasional traveller, and the faults of the commuter are so many that the difference in fare charged is often unjust. On many roads the difference in rate is considerable. My belief is that there should be little difference. The fare for the occasional traveller should not be lowered, but the rate for the commuter should be raised, so that a road may receive some compensation for the abuse and detrimental advertisement. The commuter, who is usually a workman, is an expensive passenger to handle. With these the car cleaning expenses are extremely high.

To this class of passengers are issued many kinds of commutation tickets. These tickets vary greatly in rates and restrictions. The only requirement may be that a certain number of trips must be purchased at one time, the advantages to the railway company being money in advance, and more frequent travel on account of tickets on hand. The price for tickets of this class should be little lower than the regular rates. A usual commutation ticket is issued for a family limited to a season. This is so easily and frequently abused by allowing friends to use it (the conductor not being able to distinguish) that it is really unrestricted, and has few advantages to the company over the unlimited ticket. Another class of ticket is a personal, limited, no-redemption ticket. This has a few good points, the money in advance, and no-redemption. Since the company furnishes the necessary train services both morning and evening, the fault lies with the commuter if he does not take advantage of it, therefore the company should not redeem unused portions. When these are not redeemed, endless friction is caused by passengers, all kinds of attempts to use the remaining trips are resorted to. The unredeemed portions are no doubt a small source of revenue to the company. Unless the conductor is very strict, the personal and unlimited clauses of the ticket will be abused. There is sometimes a further restriction to this class of ticket, viz.: certain trains. This is often good, and an extra source of revenue to the company when the commuter is required to take other trains. There is one further restriction—the ticket is only issued to a certain class of people. This latter restriction may or may not be legal, especially where it is a condition of the franchise, such as the workpeople's ticket, issued by the Hamilton and Dundas Ry. This may be class legislation. Commutation tickets vary from no restrictions to the greatest. Each have particular advantages, due largely to local conditions. The rates vary according to restrictions. I believe the rates are too greatly reduced as the restrictions are added. It seems to me there is too big a difference in rate at times between the unlimited and the limited. Account seems to be taken only of the limitations, and not of the chances of abuse, and general loss caused to the company thereby.

Two kinds of tickets may be used, tickets in book form from which tickets may be removed by conductor or passenger, or a card ticket which may only be punched by the conductor. Each of these have their advantages and disadvantages. The book form seems to be more frequently used, with positive instructions that the conductor must remove tickets from the book.

Every railway manager knows the difficulty with this order. Daily passengers soon become friends of the conductor, and in order to save time remove the ticket for him. It soon becomes the general manner of handling the ticket. Conductors knowing the passengers accepts the ticket detached from the book. This class of ticket is invariably abused in this way. A family ticket of this description is soon divided among members of the family. This of course cannot occur with a punch ticket. On the other hand conductors have nothing to show with

a punch ticket for fares collected. In case of a book ticket abused, one family ticket at a time supplies the whole family, but with punch tickets, a family generally requires several. Family punch tickets naturally become personal tickets, therefore of more benefit to the company. The ease and safety with which a conductor can pass a friend who is using a punch ticket is one of its greatest disadvantages. This may be overcome by the use of a special punch, which makes a peculiar noise when passing through the special paper used for this class of ticket, and also retains punched portions in a receptacle, punched portions being about half inch square. These punched pieces can be turned in by the conductor and therefore checked.

I would recommend the use of two classes of commutation tickets, viz., a family punch ticket, limited to the season and sold at a reduction of not more than 15% of the regular rates, the minimum charge per car mile being 1¢. As I stated this particular class of ticket would to a large extent be a personal one. The other class of ticket would be a student's, personal, non-redeemable ticket, limited to one month, school days and certain trains, sold at a minimum rate of ½¢ per car mile. I believe all commutation ticket business can be done most satisfactorily with these two tickets.

Grain Elevator Notes.

The Carberry Elevator Co. is erecting an elevator at Pleasant Point, Man.

S. P. Hodgson is having a 100 barrel flour mill and a 30,000 bush. elevator erected at Swan Lake, Man.

The Alberta Grain Co. will build an elevator at Camrose, Alta., as soon as the Canadian Northern Ry. reaches that place.

Two elevators belonging to E. Bewick, Shelburne, Ont., were destroyed by fire July 26. The total loss is \$30,000, the insurance being \$11,000.

The Brackman-Ker Milling Co. is erecting a new grain tank at Strathcona, Alta. It will have a capacity of 85,000 barrels of oats, and will cost \$20,000.

A contract has been let for the construction of a fireproof elevator and flour mill at Keewatin, Ont., to cost \$750,000, for the Keewatin Flour Mills Co.

The Goderich Elevator and Transit Co. has decided to rebuild its elevator at Goderich, Ont. The insurance claims have been satisfactorily settled. A contract for the reconstruction of the elevator have been let; the capacity of the new house will be 500,000 bush.

Speculation in July wheat on the Winnipeg Grain Exchange resulted in a number of "shorts" being caught. In some cases wheat which was at Kingston, Ont., or on the way there for export, was ordered back, and re-delivered into the elevators at Fort William, Ont. This is the first occasion upon which wheat has passed westward through the Sault Ste. Marie canal.

The plans for the flour mill, storage warehouse and elevator at St. Boniface, Man., for the Western Canada Flour Mills Co., have been prepared and tenders asked. The mill will be of brick, 106 ft. high, with a 16 ft. cupola, and covering an area of 152 by 58 ft. The storage warehouse will also be of brick, 216 ft. long, 70 ft. wide and 60 ft. high. The elevator, which will have a capacity of 500,000 bush., will be of the tank type, constructed of solid concrete. The working house will be of corrugated iron, and will be fitted with the most modern grain cleaning and handling machinery, and automatic sprinklers. The entire milling and elevator plant will be operated by electricity.

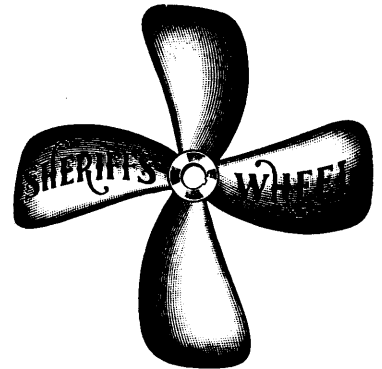
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