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WHILE THEY LAST

In order to clear out the remaining copies on hand of The Canadian Apple Grower's Guide, we are making a clubbing offer with The Canadian Horticulturist of less than half price. This book is written by Linus Woolverton, M.A., and is one of the leading authorities on Fruit Growing, and should be in the library of every fruit grower.

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THE CANADIAN HORTICULTURIST

PETERBORO, ONT.

Control of Steamboat Traffic

The Ontario Fruit Growers' Association, through their Transportation Committee and Traffic Officer, Mr. G. E. McIntosh, have for the past two years been carrying on an investigation of facilities afforded by the transportation companies for the handling of the fruit shipments of the province.

Included in a very complete report by Mr. McIntosh on this work presented at the annual meeting of the growers held in Toronto last November, were several recommendations for amendments to the Railway Act, whereby the jurisdiction of the Board of Railway Commissioners would be greatly extended. These were endorsed and submitted to Mr. J. E. Armstrong, the energetic member for East Lambton, who consented to bring them before Parliament.

This was done several weeks ago by Mr. Armstrong, in the introduction of Bill No. 85, the first clause of which compels all steamboats engaged in carrying freight from any port or place in Canada to another port or place in Canada to file their traffic agreements, tolls, classification of freights and traffic, with the Railway Commission. All questions of the places along the line of route where steamboats shall call for traffic, and the time of call, and the duration of stay, shall be subject to the approval and control of the Board.

It is interesting to note that there are over eight thousand boats in Canada which will be affected by this legislation, and of the total tonnage carried by these boats the agriculturists contributed nearly twenty per cent. Figuring the amount spent by the Government in keeping up the waterways, the average cost per ton for lake transportation in Canada in 1913 was 99.37 cents, compared with 55.19 cents for American traffic. It is only reasonable to expect that the people of Canada through the Government and Board of Railway Commissioners, should have a voice in the control of the steamboat companies, when we consider that the capital cost of Canadian canals up to the present time is \$105,656,037, and the cost of maintenance last year alone amounted to \$1,603,080.

For many reasons, therefore, this clause of the Bill is looked upon as one of the most important pieces of legislation advanced during the present session.

Another clause gives the Board control over all privileges and concessions given by any company to any person, the Board having power to order such privilege or concession be discontinued or modified or granted to any other person.

The last clause deals with the shipping of fruit in particular. In years gone by, men have been compelled to see their product, which has been carefully gathered and packed under the regulations of the Fruit Act, thrown in and out of cars and handed in a careless, reckless manner. Of the total shipments last season ten per cent. was damaged or pilfered. The railway and express companies seem utterly incapable to compel their employees to handle these products properly. This unfortunate state of affairs the Bill overcomes by imposing a fine on wilfully destructive employees.

With the adoption of Mr. Armstrong's Bill, one of the most embarrassing shipping problems for the fruit industry will be effectually solved.

That it is a popular piece of legislation is evidenced by the number of Boards of Trade throughout the province which have endorsed it and petitioned the Government