

EDITORIAL NOTES.

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test, Mr. Austin, of the horse-car line, has evidently decided to throw up the sponge, and has doubtless sold out to the trolley car line. Tickets of each line in circulation will be honored, and probably the horse cars will be taken off entirely within a few days, as the electric line has paralleled nearly all the lines of the horse-car system. The dingle, dingle of the horse-car bells, which has so long been familiar to the citizens of Winnipeg, will therefore soon be a thing of the past. There are many who will believe that Mr. Austin has not received fair treatment from the city in this matter, and there will be further regret if the amalgamation of the companies leads to his removal from Winnipeg. So far as the contention of unfair treatment is concerned, now that the matter has resulted as it has, it is perhaps just as well not to attempt to stir it up any further.

It is understood that Alderman Hutchings of Winnipeg has prepared a comprehensive plan for doing the scavenging work of the city. It is to be hoped the alderman's plan is a practical one, and moreover if it is a practical and efficient plan it is to be hoped it will be adopted. The present plan of carrying out this important part of the necessary work of the city seems to be about as crude, inefficient and costly a system as could be adopted. There is certainly room for great improvement, both in efficiency and economy, in the scavenging department. The plan of carting refuse for miles over a road which is almost impassable a considerable portion of the year, seems open for vast improvement. A great deal of scavenging work has to be done in the spring of the year, when our sticky clay roads are at their worst. There is the accumulations of winter garbage to be removed in the spring, and this has to be hauled a long distance over roads which are in such a condition as to almost make it appear a crime to compel horses to wallow through them. Surely some better plan could be adopted than that of hauling the garbage as is now practiced. Anyway, there would seem to be no good reason for allowing so much stuff to accumulate during the winter, to be removed when the roads break up in the spring. It would be cheaper to haul the stuff away in the winter, even if large quantities of ice and snow have to be removed, than to undertake to cart it away through such cloughs of despond as have filled the city's streets this spring. Even if double and thruple the quantity of matter had to be removed, it would be cheaper to move it in the winter than after the roads break up. In connection with this scavenging business, it is evident that a very great extension of the water-works system is urgently required in this city. The work of scavenging would be vastly reduced by an efficient water supply, thoroughly introduced. The position of Winnipeg as regards the water supply and this scavenging business is really disgraceful for a city of any pretensions. It is to be hoped that Alderman Hutchings' "scheme," when made public, will be found to be really a good thing, and if it is, we are certain the citizens will demand its adoption.

FURTHER advices from Great Britain are favorable to the early removal of the restrictions placed upon Canadian cattle imported into the United Kingdom. The Canadian contention that the diagnosis of the disease discovered among Canadian cattle last season was wrong, has received further substantiation from a French expert. The British authorities, it will be remembered, claimed to have discovered pleuro pneumonia, but the finding was disputed by the Canadians, on the authority of competent veterinarians, who claimed that the disease was not pleuro pneumonia, but a mild disease of another nature. The British authorities now appear to be adopting the Canadian view of the case, as the colonial secretary, in his last communication upon the subject, dated April 26, quotes M. Nocard, a French expert on cattle diseases, as saying that what is known in the western parts of the United States as the "corn stalk disease" which is only feebly contagious, has often been mistaken for pleuro pneumonia. M. Nocard, in a report to Sir Charles Tupper, the Canadian high commissioner, in September last, declared that the condition of the lungs of Canadian cattle that have been submitted to him for examination was identical with the condition found in the "corn stalk disease." After calling attention to the fact that there has been no outbreak of pleuro pneumonia since the alleged outbreak in Canada in 1890, and to the fact that only eight suspicious cases have been found among three hundred thousand imported cattle, and in view of the evidence furnished by the Canadian government, the colonial secretary says he cannot admit that Canadian cattle are infected with any other disease than that attributable to hardship and exposure on the journey from the pastures to Europe. He expresses the hope that the board of agriculture will furnish its special examinations by the middle of June, so as not to interfere with trade. The further examinations of Canadian cattle it is understood will be begun on May 16.

THE big strike on the Great Northern road has been settled, through the agency of the business organizations of St. Paul and Minneapolis. The strike involved 5,000 employees of the company, and was a serious interruption to the trade of the cities mentioned, as well as to the northwestern states generally. It was therefore in the interest of the leading business men as well as the railway company to secure a speedy settlement of the difficulty. The matter was taken in hand by a committee of the business men, the railway company and employees agreeing to allow the matter to be adjudicated in this way. The result is a virtual victory for the men, nearly all the points in dispute having been settled in their favor. The reduction in wages allowed will be about 10 per cent. This is another instance of the usefulness of business organizations, and we expect to see the scope of the business associations extended in this direction. The following resolution shows the general text of the decision of the committee: "Whereas, at a joint meeting held this day between the management of the Great Northern railway, its employees, and the committee of arbitration, at least 90 per

cent. of the differences in wages in controversy were amicably settled between the company and its employees. Now after hearing the statements submitted by the parties interested, we find as a result of our deliberations that 75 per cent. of the reduction in wages made since August, 1893, of all the classes of men whose claims were submitted to us, should be restored."

THE heavy reduction that has been made in the staff of men employed in the Canadian Pacific Railway Company's shops at Winnipeg, came as a surprise, as it was not supposed that there was any great decline in traffic to make such a reduction of employees necessary. A great many reasons have been advanced by outsiders for the discharge of the men, no one of which may be the true reason, but the popular opinion is that it is not owing to any great falling off in the amount of work required to be done. One idea advanced by the discharged men is, that it is a scheme to secure a reduction in wages. They say there is a great deal more work than can be done by the force remaining, consisting, as they say, to a considerable extent of the less experienced and low priced workmen and apprentices. It is not likely that there is anything in the rumors that a portion of the shops will be removed to some other point. The statement that the opening of the "Soo" line is cutting off the work of the shops here seems hardly probable. While through traffic which formerly went over the main line via Winnipeg, is now handled via the "Soo" line, this would not necessarily affect the work at the shops here. The railways all over the continent have been reducing their forces and cutting down expenses in every possible way, and the Canadian Pacific is only following suit in taking this course. The sudden throwing out of employment of so many men will be felt to some extent in the trade of the city, particularly with those retail merchants who had a large trade with Canadian Pacific railway men.

The commercial crisis in the United States has been felt very severely by the railways. There is perhaps no interest which will more quickly suffer in a time of depression than the railways. Any condition of contraction must of necessity be speedily felt by the railways, and it is therefore not to be wondered at that the railway companies of the United States have made very unsatisfactory showings for the past year. While the commercial depression in the United States has not been felt generally in Canada to any great extent, it has been felt seriously by the Canadian trunk lines. These railways are of an international character, and they are dependent upon United States traffic to a great extent. At a meeting of the Grand Trunk held in London on Monday, it was admitted that the business of the company for the last half year had been very bad, and as a usual result of the unfavorable situation, an animated scene was presented among the shareholders. Further reduction of expenses is talked of, but the officers are afraid to attempt another reduction of wages, as it would in all probability involve a conflict with the labor unions.