

is partly, but only partly, attained. There is yet to be considered the period when the fruit or butter is traveling over the continent or in the dark holds of ocean liners, across the seas. It is only a few years ago that Canadian railway companies inaugurated the refrigerator car service, and it is not so very long ago that the branch of dairy and cold storage commenced their work of inspection in these cars. The business of car inspectors is to see that consignments are properly handled, properly stored, and that the temperature maintained is as nearly right as possible during land journeys. Too high a temperature will cause decay that rapidly spreads through a bale of fruit. Too low a temperature will cause freezing. Rough handling or bad storing are injurious in a number of ways.

These car inspectors during the busy season lead the lives of tramps or commercial travelers privileged to travel free across the continent. It is hard to say whether the life is nearer that of the tramp or the drummer. Both elements mix to an almost equal degree. As was mentioned before, they are privileged by the companies to board a train at any point and examine conditions under which fruit or dairy produce is being transported, or, if preferred, they can make the whole journey with the consignment. The reason the railway companies extend the privilege is that they are in the heartiest cooperation with the work. Often damage to consignments and consequent loss of money or reputation is due to the carelessness of officials not properly versed in the technique of the refrigerator car service. Part of the work of the government car inspectors is to give advice, to educate the trainmen and ultimately to save the companies from loss.

The loading of fruit or dairy produce into ships at Montreal and Halifax is also kept tab on by officers of Mr. Ruddick's branch, who report

to Ottawa cases of carelessness or mishandling that may affect the market value of consignments at their British destinations. In this work the branch have the sympathy and cooperation of the steamship companies, which profit by the department's zeal in exactly the same manner as the railway companies.

Now we have the Canadian fruit, the Canadian butter, and the Canadian cheese properly installed in the holds of vessels for transit across the vast bosom of the ocean. There is no lapse in the vigilance of the branch. Agents are at work observing, noting and keeping tab even down there in the lightless holds, but the agents are not human—in intelligence, in perseverance, in constant attention to their duty they are, in fact, almost superhuman. These little agents are known to science as thermographs. Like seismographs, they record by drawing an ink line over the graduated circumference of a slowly unwinding roll of paper. Unlike the seismograph, by which the rumblings of the earth are chronicled, they keep record of temperature in such a way that one of them taken out of its box at the end of the journey across the ocean bears evidence of the temperature in which the Canadian consignments have been stored from the beginning to the end of the journey. It is one of the most important factors in the sound arrival of fruit at its destined ports that a proper temperature should be maintained. If, through fault of the steamship employees, this is not done, the fact becomes evident at once when the thermograph record is taken from the hold by one of the branch's agents at Liverpool, London or Glasgow. In such a case the shipper is apprised of the fact that he may make complaint and the steamship company is also informed so that necessary improvements in the cold storage system may be made.

The fruit safely arrived at its English or Scotch destination, the