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EDITORIAL.

Why Attend the Horse Show?

The Canadian Horse Show, held of late years in the balmy springtime, has evidently become a permanent institution, growing in interest as the years go by, and exerting a beneficial influence in the improvement of the horse stock of the country. The idea in past years has probably, to a considerable extent, prevailed among farmers and country people generally that the Horse Show is largely, if not mainly, a society event, or one instituted for the purpose, in part, of affording the swell set of city people an opportunity to show off their spring millinery and dress goods to advantage, and that the practical and useful features of the show were regarded as but secondary in the provisions made for them. This, we are bound to state, is a mistaken view of the situation, for while it is true that city people have patronized and do patronize the show liberally, there is comparatively little money, and, we understand, no part of the Government grant, spent by the management in catering to that element, the Toronto Hunt Club and the local committee of the citizens supplying the funds necessary for providing special accommodation for the city people, and which is recouped to them through the extra charge made for reserved seats, and their percentage of the receipts. But provision has been made in the programme for a special farmers' day, on which the principal classes of breeding stock are exhibited and judged for premiums, and this feature of the show is of special interest to farmers generally, as a great majority of farmers breed horses to a greater or less extent, and they will find it to their advantage to study, in the Horse Show and elsewhere, the requirements of the market as to the style and type of horses which is most readily salable, and which brings, or is likely to bring, the best paying prices. For this purpose there is no better opportunity available than the Spring Horse Show, where high-class sires of all breeds and classes—heavy draft, carriage, and saddle—are on exhibition and in competition, and where prizes are also offered for working horses of all these classes, in teams or singly, with the object of bringing out typical specimens of each class, which may serve as object lessons to farmers, of the ideal type in each, the type which is most salable and most valuable and useful in its class.

While Canadian-bred horses have proven themselves exceptionally satisfactory for army purposes, compared with those from other countries, having the necessary grit and endurance, we have not been in a position to profit to the largest extent in the trade for that class, from the fact that we had not enough of the kind suitable for that trade, or from the fact that not a sufficient number of the needed class could be found in any one district to make it an object for buyers to visit the district and to make it a center of operations. This doubtless accounts to a considerable extent for the purchase, for army purposes in the Transvaal war, of such large numbers of horses in the United States, the quality of which it is admitted was not nearly equal to that of Canadian horses, but from the fact that large numbers could be quickly obtained at large central marts, they were taken to meet the emergency. This difficulty, there is good reason to hope, will soon be overcome by the establishment, by the British Government, of remount stations in Canada, and by a more intelligent and systematic breeding and rearing of the kind of horses required, not only for that purpose, but also of high-class harness and heavy-draft horses, which are always in demand, and if of the right stamp, always bring good prices.

Those who in the last few years have had good horses to sell have found a profitable market at their door, and the desirable horse stock of this country and others has been so depleted by the active demand that there is little danger of a depression in that line in the next decade, and there is every encouragement to prepare for what promises to be a steady demand, by breeding the best in each class. To catch the best inspiration, and to keep up-to-date in one's information on this line, there is no more suitable opportunity afforded than the Horse Show, where, free from other attractions or distractions, the study of this noble animal in its varied types may be thoughtfully pursued, and the favorable railway rates secured by the management should bring out a record attendance at the show, which is slated for April 24th to 27th, in the Toronto Armouries.

Electric Roads and the Rights of the People.

On this continent we are on the eve of great and rapid changes in rural transportation. Electricity will compete with steam for the carrying of the people and their wares. As we have in the cities and towns seen the plug-horse car superseded by the electric motor, so we shall witness on many of the main country roads the mail stage and the light democrat giving way to the trolley. A short time ago we described how the country telephone is gradually extending itself, and in like manner electric cars are already reaching out in one direction and another, as in the Toronto, Niagara, Grimsby, Galt, Preston, Woodstock and other districts in Ontario. The owners of the Metropolitan Railway are making arrangements for the extension of their road from Toronto to embrace 150 miles of track in the Counties of York, Simcoe, Grey, and Wellington. Another projected electric railway is the London, Aylmer and North Shore Road, extending some forty miles or more in a south-easterly direction from London, through the townships of London, Westminster, North and South Dorchester, Yarmouth, Malahide, and Bayham, to Port Burwell on Lake Erie, with capital stock fixed at \$850,000, divided into 8,500 shares of \$100 each. The promoters are Wm. H. Patterson, of Philadelphia, Pa.; C. R. Luton and R. M. Luton, Grand Rapids, Mich.; M. E. Lyon and W. E. Stevens, Aylmer, Ont.

Numerous electric companies are already obtaining legislative charters, and from municipal councils are seeking free right-of-way over township and county roads. In return for this valuable privilege the councils should certainly acquire such adequate concessions as will safeguard the rights of the people, not only at the present time, but in future years, in regard to fares (which should not exceed one cent per mile), freight rates and other matters which the charter-rights secured from the Legislatures may leave within the purview of the councils. It has been suggested that the councils should receive a percentage of the earnings of these companies, as is done in Toronto, and also that strict stipulations should be made restricting the use of these lines on the Sabbath. Councils, of course, have the right to determine the using either the center or side of a road, and as to the bridges and culverts which the electric companies will be required to erect and maintain. It will be argued on behalf of the companies that they confer benefits on the people in the way of convenient and rapid transit, and that they will cause many city and town people to live along country roads to take advantage of the lower taxes and rents. The using of light rigs and horses by farmers will be decreased,

lessening the outlay for the former, but crowding more of the latter upon the market, which will not be favorable to better prices, and if he and his family use the cars, they will have to pay for the privilege. Till horses become used to the cars, these roads will be less safe for driving than heretofore. Therefore, the real beneficiaries are the companies, and there is little doubt but that in the course of time the earnings of some of these roads will be enormous. These receipts come from the people, and if a portion of the roadway be granted, they are earned by the use of what belongs to the people, and which should not be allowed carelessly to slip into the hands of these electric corporations. In fact, we understand that in some cases electric companies have been compelled to purchase their right-of-way from the farmers alongside the highways. Every step in the negotiations should be carefully guarded. Some years ago an electric company, professing to be worth millions, came before the Toronto Township Council, proposing to expend \$300,000 building an electric road and agreeing to pay all expenses of calling meetings, etc. The result was that a by-law was passed granting them what is known as the Lake Shore Road; but when the expenses were asked for, they refused to pay, and the by-law was repealed. It is no secret that companies are being formed and rights-of-way secured, so that the companies may sell their charters or otherwise dispose of their rights for their own gain, and in a manner prejudicial to the interests of the people.

Sir Melville Parker, ex-warden of the County of Peel and for many years reeve of Toronto Township, who has had a great deal of experience in such matters, makes the following preliminary suggestions in regard to the two corporations seeking rights in Peel County, and which are not inapplicable elsewhere:—

1st. That the financial position of each company be thoroughly gone into, and a positive assurance that they mean business and commence operations within a limit of say three to five months.

2nd. That no right-of-way be granted to either company for more than one road, and that no agreement be entered into for any distance on either side of said road, and that either company shall build their own bridges, etc., and be at all and any expense in grading said road.

3rd. That should either company require a special meeting of the Council, they shall deposit an amount equal to the expense of said meeting and any other expense connected therewith.

4th. That in the event of the Council seeing their way to grant such right-of-way, a lawyer thoroughly conversant with railroad matters be employed by the Council, at the expense of said company, to draw up any agreement or by-law.

Municipal councils will do well to give this new problem their best consideration, and where several are concerned in regard to one line, might do well to get their heads together in order to concerted action in dealing with applications being made to them by corporations for the use of the highways. In view of the importance of the issues involved, we shall be glad to afford space in our columns for the discussion of this subject by those having experience or suggestions of value to others to offer.

Homes for the Millions.

In what is called the New Ontario, there is a tract of fertile arable land north of "the height of land" stretching across Nipissing, Algoma and Thunder Bay, comprising no less than 15,680,000 acres, well watered, heavily timbered in places, and suitable for farming. Its climate resembles that of Southern Manitoba.