

England can be built until the railway commission is fully satisfied that the road is a necessity.

One great evil that a railway commission in the United States has to contend with is too many roads. There are 21 competing lines between Chicago and New York, ranging from 912 to 1,376 miles in length.

As a result of too many competing lines from Chicago to New York, out of \$1,250,000 paid by passengers between New York and Chicago in 1898, the enormous sum of \$250,000 was spent on competing offices on Broadway alone, which shows the great waste of money and also the impossibility of a railway commission dealing efficiently with the fares charged, because each agent is said to be instructed to keep trade at all hazards.

There are 28 fast freight lines on the roads, with 20 offices in Chicago to fight for tonnage regardless of rates.

The above shows the necessity of a thorough investigation whether any new road to be built is an actual necessity to accommodate the trade of the country. Where existing lines are capable of doing all the business, it is a loss to have any more lines of railway.

Now, Mr. Editor, it has been contended on the floor of the House of Commons that the powers of the Railway Committee of the Privy Council, under the Railway Act, are very defective, and that should the Government appoint a railway commission with no greater powers than are possessed by the Railway Committee, the commission would not be a success. This being the case, it shows the necessity of the Government taking action at the earliest possible moment and passing a bill for the appointment of a railway commission, and it is certainly within the power of Parliament to give the commission full power of Parliament to give the different phases of the difficulties under which the people of Canada suffer.

One great reason for the failure of railway commissions in the United States has been the incompetence of many of the State commissioners, and their not having power to enforce the rates and classifications they arrived at; and also the books of the different railway companies not being kept on a uniform system. Railway commissions, to be effective, must be empowered to have the books of all the railways under their jurisdiction kept on a uniform system, and must have power to call for and examine the books of the different companies. They should have power to classify and to make schedules of rates, and, when the railways have had a fair opportunity to be heard, the decision of the commissioners should be considered as conclusive and binding upon all courts.

In 1899 we had in Canada 17,250 miles of railway in operation in the whole Dominion. The country has contributed over \$200,000,000 towards the building of our railroads, and yet we have no voice in regulating the rates that are charged, either directly or indirectly. I see, by the *Mail and Empire* newspaper, that what they term "chilled steel" agreements have been entered into lately to keep up railway rates. It is too bad, that after the people of Canada have contributed, through the Dominion and Provincial Governments and the municipalities, more than one-fourth of the actual cost of the railways, that even the Government is not consulted; neither are the passenger and freight rates submitted to the Railway Committee of the Privy Council.

The railway rates as arranged—especially for local rates—are sometimes higher than the goods could be hauled by team and lumber wagon, as evidenced by a Toronto firm that kept several teams of horses on the road from Toronto to Hamilton, and is reported to have saved 3 cents per 100 lbs. doing the work, rather than sending the goods by rail. It is reported in the *Globe* of Jan. 4th, 1901, that the C. P. R. charged \$6.00 per ton for carrying ore 50 miles. The statement is also made that merchants have transported goods from Winnipeg to Minnedosa, a distance of 125 miles, the cost of the men and teams being less than the railway charges.

While the local rates are based on the cost of hauling by team, the rate across the continent is adjusted according to the cost of vessel transportation around Cape Horn.

I see it is stated that the Minister of Railways has notified the secretary of the Manufacturers' Association that no change will be made in the freight rates until they are notified. But there is no word of consulting the farmers, who, in my opinion, are greater sufferers from extravagant charges and unjust discriminations from railway corporations than any other class in the commun-

ity. Heavy freight rates on either farm produce or animals and their products reduce the prices to the farmer; and exorbitant carrying rates charged on implements or goods of any description increase the cost to the farmer.

There are, in my opinion, only two ways of remedying the evils under which we suffer from the railway corporations:

1st.—Government ownership of railways, which, I think, is out of the question at the present time.

2nd.—The appointment of an impartial and efficient railway commission having sufficient authority to deal with the evils now known to exist.

Let the Government appoint a commission of thoroughly competent, independent men, who will be independent of all railway corporations and free from Government influence, excepting in so far as sending in regular reports and receiving suggestions from the Railway Committee of the Privy Council is concerned.

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## STOCK.

### London Smithfield Show.

The English correspondent of the *Live Stock Journal*, Chicago, writes of the championship awards in the cattle classes at the above-named show in December last as follows:

The Smithfield Club show may be said to be the final court of appeal to which the owners of nearly the whole of the prizewinners at the other fat-stock shows send their animals, in the hope—vain though it may have been this year—that decisions of some considerable value may be obtained as to the relative merits of the respective winners at the various preceding shows. Unfortunately, the result is chaos. At Norwich we had for cham-

## Our Scottish Letter.

A GLANCE BACKWARD.

This letter is a week or more behind time, but possibly it will not be regarded as altogether out of date. The old year and the old century are slowly dying, and ere this reaches the reader the last sands of the nineteenth century will have run out. Men had a hard fight about a twelve-month ago settling when the end of the century really came, but all tongues are hushed now, for with the first dawning of 1901 the twentieth century has certainly begun. It is no exaggeration to say that greater industrial agricultural progress was made during the nineteenth century than during the whole of the centuries preceding it in the history of this sad old world. At the beginning of the century our fathers were plowing land, sowing grain, reaping, threshing and grinding; making butter and cheese; working horses and cattle and breeding all kinds of live stock very much as all these operations were being carried on by their remote ancestors when Abraham and Lot grazed their flocks on the fertile plains of Siddim. The patriarchs would not be more astonished at the agricultural changes of the nineteenth century than would be Robert Bakewell himself, and certainly in the department of the application of mechanical ingenuity to agricultural affairs the progress has been immense.

The nineteenth century was born out of a century unsatisfactory in many respects, but not least in its ceaseless wars and almost interminable bloodshed. The nations were travelling in birth—they knew not what they bore, and least of all did the actors in the great drama of the eighteenth-century revolutions suppose that they were paving the way for a century whose greatest victories would be won in the realm of peace. The brain and

not the sword has been the dominating factor in the drama of the dying century, and the triumph of mind and heart over the materialistic is the resonant note in the swan-song of the era that fades into the past eternity. The question for the opening day is, which weapon shall dominate the years to come? Shall the twentieth century repeat the sad story of the eighteenth, or shall it witness the arrival of the time when swords and spears and the warrior's weapons shall give place to the implements of husbandry? If the omens of the dying year are to be the guide for the coming century, the lover of peace may tremble, for the nations are armed and arming, and the ancient empires of the old world are threatening to become the battlefield of the new. On the great plains of China there may yet be waged a conflict between the



HIGHLAND CATTLE ON THEIR NATIVE HEATH.

pion the cross-bred heifer, and the Hereford steer as reserve, then at Birmingham a new competitor enters the arena in the form of the Queen's Shorthorn heifer, Cicely, which, in the almost universal approval, is placed above both the cross-bred heifer and the Hereford steer, whilst the Norwich positions are reversed. To this no very great objection was generally made. We come to London, and, to the surprise of most people, the Shorthorn heifer is actually beaten by the cross-bred heifer in competition for the special prize given for the best heifer in the show, whilst the Hereford steer is declared to be the best of all the cattle in the show. Surprise was pretty generally expressed at the decision of the judge, who, unfortunately, is a breeder of Herefords, so that the ill-natured public naturally jumped to the conclusion that he might have been influenced in favor of the variety of stock with which he was best acquainted. This ability to discover the merits of animals of the particular breed which one has made a special study is only to be expected, and cannot be guarded against so long as the councils of the various societies will accept offers of these champion prizes, which afford not the slightest indication of the value of the different varieties of stock for general purposes, but almost invariably lead to scheming in the appointment of the judges, and increased jealousy amongst stock breeders of the various kinds of stock. Her Majesty's Shorthorn heifer won the first in Her Majesty's Cup for the best animal in the Shorthorn classes, and the challenge cup given by Her Majesty for the best animal in the cattle classes bred by the exhibitor. This cup is offered to encourage the exhibition of animals by their breeders, a practice which has been superseded to a very considerable extent by the far too general practice of moneyed men offering very high prices to breeders of the best young animals, with a view to training them on for a year in order to gain renown as the winners of prizes at the London show.

powers of Europe and America, before which all previous wars have been but as the play of children. Yet, amidst it all, agriculture must flourish, men must be fed, seedtime and harvest will endure, and herds and flocks will yield their increase.

The great Smithfield show of this year, like all the agricultural events held in the capital which are dependent on what is called "society," had on it this year a kind of damper, and there was an absence of the eclat which usually attends the event. Not even the presence of H. R. H. the Prince of Wales, who does his best for all agricultural functions, could redeem the event from flatness. Society is in mourning, and cannot attend cattle shows. The closing year has been a disastrous one for the great English shows in this respect. The Royal made a loss on its York show of £3,460, and the Yorkshire Agricultural Society, which persisted in holding a show of its own in the county, although the Royal was there, has made a loss of £3,000 also, so that in Yorkshire alone the enormous sum of nearly £6,500 was lost on two great agricultural shows in 1900. Had but one been held, it is reasonable to suppose that it would have been a success. The holding of the county event has been an expensive experiment not likely to be repeated. But to return to Smithfield. Apart from the absence of "society," the show of 1900 was a very satisfactory event. The exhibition of stock was excellent, but trade was woefully slow, for which the abnormally mild weather was no doubt partly responsible. The championship for beef went to a Hereford, and a wonderful animal he is. No one challenged his right to win, and yet, at the same time, it cannot be said that the supreme honor went to the animal whose flesh would draw the highest price per pound in the market. The reserve was a beautiful cross-bred heifer bred by Mr. John Ross, Meikle Tarrel, Scotland, got by the Shorthorn bull, Ringleader, bred at Collynie, and out of a black Polled cow. She is a beauty in symmetry and levelness of flesh. Her beef