

The Farming World

Devoted to Canadian Country Life

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A New Cover

THIS issue of THE FARMING WORLD appears in a new cover. The design is distinctly Canadian. The artist has taken special pains to produce something that will appeal to every citizen, and we think our readers will agree with us that he has succeeded admirably. The illustration is particularly good. A new one will appear in each issue. Watch for them.

Announcements

Special attention is directed to the several announcements in this issue. On page 377 particulars regarding our \$100 prize offer for new subscribers are given. Read this over carefully. We are sure it will interest you.

We would again remind readers of our decision to advance the subscription price of THE FARMING WORLD to \$1.00 after Dec. 1st, 1907. Full particulars regarding this appear on page 375. All renewals and subscriptions previous to that date will be received at the old price of 60 cents a year or two years for \$1.00. Look up the special renewal offers in this connection.

We want agents to represent us in every district. See announcement on page 348. Several new agents have recently commenced work and are making good money.

Western Lands Sell Well

There has been a very gratifying response to our offer of Western land, as announced in the two previous issues of THE FARMING WORLD, and 16,000 acres of the first selection are sold. We have, however, made further selections equally as good. These are offered on the same liberal terms. If you are interested, either from a desire to own a farm in the West, or as one who desires to settle in the prairie provinces, read particulars regarding these new selections to be found on page 383 of this issue. Don't delay writing if you are at all interested.

Better Freight Service for the Maritime Provinces

The work of the City of St. John, N.B., in laboring to make itself the great Atlantic freight port of Canada is of national character. This she is doing in conjunction with the Canadian Pacific Railway, a Canadian corporation that does things. Dock, wharves and storage sheds and all the facilities for the quick and efficient handling of ocean freight are being built up and equipped for this traffic at enormous cost to the city. Yet the work goes steadily on and St. John is slowly but surely becoming the chief freight port of Canada on the

eastern coast, as Halifax is becoming the chief port for passenger traffic, especially during the winter months.

There is a strong and growing feeling in Nova Scotia that the Canadian Pacific Railway should be given running rights over the Intercolonial from St. John to Halifax. The Maritime Provinces, like the West, are troubled with a car shortage, and any arrangement that would help to remedy this should receive consideration at the hands of the Government. The objection raised to this is that Canadian Pacific competition for local freight along the Intercolonial would deplete the latter's revenue. It is a question, however, whether this would be very serious. The rental paid by the Canadian Pacific for running rights should about compensate for any loss of local freight traffic which the Intercolonial might incur. In any event, the people of the Maritime Provinces deserve some consideration. They should not be made to suffer because of car shortage, etc., for the sake of keeping up the revenue of the Intercolonial. The aid rendered the City of St. John by the Canadian Pacific in developing an ocean port at that point is sufficient guarantee, if nothing else were needed, that the local freight service, provided running rights were granted, would be beneficial to the people of the provinces down by the sea.

Horse Racing at Agricultural Fairs

This much disputed subject is again thrust upon the attention of the public by a proposed amendment to the Agricultural and Arts Act scarcely worthy of its originators. The law itself will not be changed by the amendment, but it will be more difficult to enforce. No person not himself a member of the association transgressing can lay a charge against the officers for violation of the act and in addition he must also have been a member during the year previous.

This is a question which ought to be faced squarely. The real question to be considered by our legislators is, "What is best in the interest of the greatest good to the greatest number directly or indirectly connected with these agricultural associations?" Does regular horse racing as practiced at these exhibitions advance in any real way the best interests of agriculture? These are fair questions. If horse racing advances true agricultural interests, or if it can be said that the moral tone of society is raised thereby, then we have good debating ground in its favor. But we are afraid no one will venture to champion the custom for these reasons. As a matter of fact, horse racing

as ordinarily conducted does not in any way advance the best interests of agriculture, nor will any one be found to say that the moral influence is in any way desirable.

The only reasonable argument in its favor is that it serves as an innocent attraction. If the law makers believe that, let it be openly stated. On the other hand, if horse racing is really believed to be on the whole injurious, then let no one pretend to hide behind the proposed amendment, which, while it leaves the present law intact, is intended to make it inoperative. Surely without offence one may fairly say this smacks of cowardice.

We have watched the working of these so-called attractions at country shows and the ultimate results are quite against their continuance. We venture to say that no one can point to any extended influence of an agricultural show, as evidenced by better tillage, better live stock, etc., when it has been for years conducted as a horse racing institution. Horse racing either absorbs the entire field to the exclusion of interest in the realities of agriculture, or it fails after a few years to attract, and the whole thing falls to the ground. We believe that public funds should be used only for the purpose of stimulating greater and better production of all that goes to swell the returns from the farms of the surrounding country. If ordinary horse racing tends to this end, if better road or agricultural horses are the result of such practice, then let it be openly stated. But surely we must not be asked to commend the man who dare not, and does not, defend it and yet supports an amendment to the law which, as already stated, can have but one result, and that is to make it possible to carry on a practice which the law is presumed to condemn.

We venture with all sincerity to suggest a halt before assenting to such legislation. We do not believe that the vast majority of our best citizens will support it when they come to know what it means.

Cheap Railway Rates to Fairs

Dr. J. O. Orr, manager of the Canadian National Exhibition, has succeeded in securing from the Western Passenger Association at Chicago a return single fare rate for the coming exhibition, good for one month. This is the best rate the exhibition has ever had. Last year the return rate from Chicago and the Western States to Toronto exhibition was one dollar over single fare, and this was good for only a single excursion. The area for low excursion rates will likely be extended