

high classification, or tariffs, or car shortage, or by means of other excuses, made it very difficult for proprietors of wood-lots to profitably engage in the business. The Board heard the complaint, and ordered that this discrimination must cease. It was decided that common carriers, in making rates, cannot arrange them for an exclusive regard for their own interests, but must have respect to the interests of those who may have occasion to employ their services, and must subordinate their own interests to the rules of relative equality and justice. In like manner, the Board has done justice, as between the railways and the fruit-shippers, and in cases where manufacturers had unadjusted grievances. Then, as a result of the big harvest last year, and the attendant shortage of cars at many points, it was necessary for the Commissioners to deal with the complaint of Canadian grain and milling industries, that export grain was receiving preference over them in the assignment of cars. The Commission directed that a fair proportion of cars should be placed at the disposal of local shippers; and as this could only be regarded as a temporary relief for a ticklish situation, indicated that the Commissioners would go into the subject fully before the crop movement of the present year, so as to provide that justice shall be done all parties.

The Commission has not only settled many knotty disputes between the railways and the public, but it has frequently adjudicated disputes between rival companies, having an eye, of course, to fair play for the public at the same time. A typical case was the Stamford Junction dispute. In it the Commissioners held that the object of the Railway Act (Sections 177, 253, and 271) is to ensure that all reasonable and proper facilities for handling, forwarding and interchange of traffic shall be afforded to the shipping public. For this purpose, the Board may, without the sanction and against the will of a railway company, permit a junction to be made with its line by another railway, where, in the public interest, and in the interest of traffic in the district through which the railway passes, such is required. It was further held that the parties to a lease of a railway cannot by stipulation between themselves restrict the powers to exercise this discretion, if, in the opinion of the Board, such junction is reasonably necessary.

THE COMMISSIONERS.

The Commission is presided over by Hon. A. C. Killam, formerly one of the leading lawyers in Manitoba, and for many years Chief Justice of that Province. At the time of his appointment as chairman, Hon. Mr. Killam was a judge of the Supreme Court of Canada, to which he was called as eminently fitted to occupy a seat in the highest judicial body of the land. The portrait given herewith shows the Judge in his Supreme Court robes. He has proved an ideal chief. His wide experience and shrewd common sense eminently qualified him for the important duties of his office, and the Dominion Government was fortunate in being able to prevail upon him to forsake the Manitoba Bench for the onerous post he now holds. The other two Commissioners are Dr. James Mills and Hon. M. G. Bernier. Dr. Mills was for many years President of the Ontario Agricultural College, at Guelph, and the knowledge he acquired in that famous institution of learning has been of incalculable value to the Commission in dealing with the many questions coming before it that more particularly affect the agricultural interests. Hon. Mr. Bernier is a farmer, as well as a member of the legal profession, and when living at St. Hyacinthe, Que., where he was born and raised, he was for years selected by his friends and neighbors as President of the City and County Agricultural Association. In five successive general elections he was elected representative for St. Hyacinthe to the Dominion House of Commons, and, on the retirement of Sir Henri Joly to take the Lieutenant-Governorship of British Columbia, he was called to the Cabinet as Minister of Inland Revenue, which office he held till appointed a member of the Railway Commission. The chief Commissioner receives remuneration of \$10,000 a year, and his two associates \$8,000 a year each. The salaries were made purposely substantial, so that the best men available could be secured for the Board, and the tenure of office—ten years—was fixed with the

same object in view. No Commissioner can have a financial interest in any railway or its equipment. To assist them, the Commissioners have the services of an experienced railway man as traffic expert. By the agency of a qualified inspector, also, all railway accidents, and the causes of accidents, are now investigated. This much-needed reform has been carried out on the lines of the British law, and is calculated to be of much benefit. The Commission, even with all the disadvantages arising from the putting into force of a new and far-reaching law, has already proved of the greatest value to the public. At the same time, the Commissioners have done justice to the railway interests. The Commission and its work, indeed, is held up to United



Dr. James Mills, LL. D.

Member of Canada's Railway Commission.



Hon. M. E. Bernier.

Member of Canada's Railway Commission.

States legislators by the press of the neighboring Republic as a model of what their Federal Railway Commission ought to be when, as is strongly urged by President Roosevelt, Congress summons enough courage to emancipate itself from special "interests," and gives to the people a National Railway Commission that can be relied on to deal justly, as does the Canadian Board of Railway Commissioners, with all parties.

The Country was Knifed!

March was a record-breaker for premiums. We "knifed" the country from one end to the other. Did you get one? If not, you cannot afford to wait much longer, as they are going rapidly. It only takes one new subscriber to secure a knife. Surely you can do that much for yourself. Let's hear from you.

Government Regulation of Telephones.

The construction of independent rural telephone lines has made phenomenal strides in Canada the past two years. The thousands of miles of wire strung last year will probably be more than duplicated in 1906. Economically constructed and managed, they earn their promoters fair dividends, revolutionize rural life, and expedite rural ways of doing business. But trouble begins when long-distance connections are wanted, as the Bell monopoly in railway station is encountered. Foreseeing a rising storm, the Dominion Government undertakes, by an amendment to the Railway Act of 1903, introduced by Hon. Mr. Emerson, to combine efficient control with private ownership. It provides that railway companies must admit the instruments of any telephone company to their stations, and cannot set up any exclusive contract with some one company as an obstruction. This is to be retroactive. In the next place, complete control of telephone rates and service is to be placed under the Railway Commission. And, thirdly, interchange of traffic between all companies is to be made compulsory. The Bell Company must give connection with independent companies. As far as possible, this must be direct oral communication, but this is to be modified when the instruments of the smaller company are so inferior as to cause trouble. The Government have done well to realize that the people of this country will not tolerate the fastening of a restrictive monopoly upon its growing business.

HORSES.

If the colt's hoofs are not growing wide enough at the coronet, it will help them to apply a mild blister to stimulate growth.

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The real difference in value between a good and a poor stallion is not in the first cost, but don't let a high price convince you that the horse is really worth the figure.

Have the Exhibitions Perverted Our Type?

Editor "The Farmer's Advocate":

The question raised in "The Farmer's Advocate" of February 15th, in relation to the improvement in horse-breeding in Canada, is raised none too soon. There has been, and to a certain extent still is, such a great desire for what might be termed extremes in all lines of breeding, that the useful or dual-purpose horse, like the dual-purpose cow, is by the large breeders—and they are those who are controlling the thought, to a very great extent, of the small farmers—considered an impossibility or a freak. The exhibitions, largely controlled and supported by the larger breeders, have, to a great extent, aided in supporting the special-purpose idea, and the special purpose has been either extreme size, speed or action, without considering it possible that a happy medium might exist combining some of those three qualities, substance, of course, considered in everything.

You ask, should a farmer's principal aim be to produce a horse for his own use, or a horse for the market? In answer, I would say, to a great extent, it would depend upon the circumstances and locality of the farmer. If he is only raising one colt each year, he had better raise for the market, and raise the same as his neighbors are, if of a class in demand. If raising several colts each year, he had better have some for his own use.

The breed of horses that will give the best results, mated with the general run of mares, differs. In some localities the general run of mares are sired probably by Standard-bred stallions. In such instances, the use of an active, clean-boned Clydesdale would probably bring better results than any other. If, on the other hand, the general run of mares is Clydesdale grade, I have known instances and localities where the use of a good large Thoroughbred stallion produced the very highest class of useful and handsome animals. And, in fact, if you enquire into the breeding of some of those handsome and highly serviceable horses that do the express delivery in cities, you will find, in many instances, that the dam was a grade Clydesdale, and the sire either a Standard-bred or a Thoroughbred. Why a useful breed could not be obtained by a careful selection of horses, cross-bred as above, I have been unable to discover.

In my own observation, I think, among light breeds, that a well-developed Standard-bred will probably, in most instances, be the best. While very much has been written about the advantages of the Thoroughbred, yet, in one locality with which I am familiar, the offspring of the Thoroughbred from two different horses were almost