

The Farming World

And Canadian Farm and Home

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Our Annual Crop Report

ON our next issue we intend publishing reliable information relative to crop conditions in all parts of the Dominion. This will be prepared from special reports from a number of selected crop correspondents in the various provinces, and will be as accurate as any information obtainable under similar conditions. Farmers will profit by a careful reading of that issue.

A Plea for Canada

Our British correspondent, this issue, touches upon a topic which, though more or less familiar to every Canadian, will be found of interest, as coming from a prominent citizen of the Old Land, who has given Canada and her resources a close study for nearly a quarter of a century. The change in the attitude of the British public towards Canada is most gratifying, though it has been a little long in coming. But now that the tide has turned, Canada is bound to come to her own, especially when she has such sturdy representatives as our correspondent is to make known her resources and uphold her claims upon the British public. Though not directly bearing upon practical agriculture, we gladly give space to this eulogy of Canada and her resources.

A Semi-Government Trans-Continental Line

The decision of the Ottawa Government to build the section of the Grand Trunk Pacific running from Moncton to Winnipeg as a Government road is the most important announcement made in Canada since the Canadian Pacific Railway was projected. It is important for several reasons. It insures the operation of the road as a purely Canadian enterprise; it brings freight and other charges under Government control; it does away with all chances of monopoly and keeps for the settler the valuable lands along the route; and last, but not least, it is a distinct step in advance toward Government ownership of public franchises and public utilities.

The plan in brief is this: The Government will build the line from Moncton, N.B., to Winnipeg via Quebec, and lease it to the Grand Trunk Pacific for fifty years. The first five years no rental will be asked, for the second five years, the company will pay the net surplus of receipts over working expenses, and for the remaining forty years, 3 per cent. on the cost of construction. Other railway

companies are to be granted running rights over this section. From Winnipeg to the Pacific Coast the Government will guarantee the bonds, through the Prairie section up to \$13,000 per mile and through the Mountain section, which has been arbitrarily fixed at 500 miles, up to \$30,000 per mile. A majority of the directors of the new company must be resident in Canada, and as far as possible, all materials for building the road are to be of Canadian manufacture.

Such, in brief, is the outline of this new trans-continental line, which its promoters hope to have ready for service in from three to four years. It cannot be rushed forward too quickly, and it is hoped that during the bill's course through Parliament nothing will be done to prevent constructive work from commencing this fall. With a crop of over 100,000,000 bushels of wheat in prospect this season, and a probability of this quantity being doubled in a few years, there should be no hesitancy on the part of the Government or of the company itself in getting this much needed outlet to the West completed as soon as possible. Another blockade or two like that of last fall will seriously hamper Western progress and development. Let the work begin at once and let it be pushed forward with all the vigour and strength that a strong Government and a powerful corporation can give to it. Already a lot of time has been spent in deciding upon ways and means, all of which means a loss to the Western farmer.

Radial Railways and the Farmer

The attempt of the Toronto Street Railway to obtain, through the Toronto and Hamilton electric road, in which it is interested, a franchise from the Dominion Government that would give them in time free access to the streets of this city, shows the need of some definite and permanent legislation governing the rights of companies to build roads and the rights of municipalities to control franchises. In our opinion all electric railway legislation should come through the provincial parliament, the members of which are much more familiar with local conditions affecting the district interested than are those at Ottawa.

But however this may be, it would be interesting to know just where the farmer stands amid this turmoil of companies seeking franchises and municipalities preventing their being granted. His interests are being sacrificed in this extended fight between cor-

porations and city councils over matters that are purely of local import, and it is time parliament dealt with this whole question in a broad and generous spirit, looking to the benefit of the public at large rather than to the interests of any particular municipality or corporation. There must be a way of doing this without jeopardizing the interests of any city or town and retaining to the municipalities a reasonable and safe control over their franchises.

Radial electric railways branching out twenty or thirty miles into the country from the large centres of population would greatly benefit the farmers within this radius. They would have cheaper transportation, a better service and quicker access to the markets and business centres of the country. As it is these constant bickerings over obtaining franchises are preventing progress and keeping in the background many of our most populous farming districts. Let our legislators rise up to the occasion and grapple with this question in a way that will give permanency and incentive to more radial railway building in Canada.

Yellow vs. White-legged Fowl

In our poultry department this issue appears some matter bearing upon the value of yellow-legged chickens in the British market. In *The Farming World* of May 1st last appeared an article from a correspondent who signed himself "Ad Unquem," in which he characterized the cry against the yellow-legged bird as merely a myth, and instituted by unscrupulous dealers in order to keep down the price of this class of fowls. Upon receipt of this communication we wrote our English market correspondent, asking him to look into the matter. His reply is published in this issue, and it is to the effect that the highest prices are paid on the London market for white-legged fowl. In this issue also, Mr. F. C. Hare, chief of the Poultry Division, Ottawa, replies to "Ad Unquem" and states that the cry in this country against yellow-legged chickens does not come from any authoritative source.

In this position the question stands and we appear to be no nearer a solution of the difficulty than we were when the discussion began. That there is a special market and a special price for white-legged and white-fleshed fowl in England is undoubtedly true. We had a short chat the other day with Mr. E. T. Brown, head of the poultry department, Reading College, England, who is