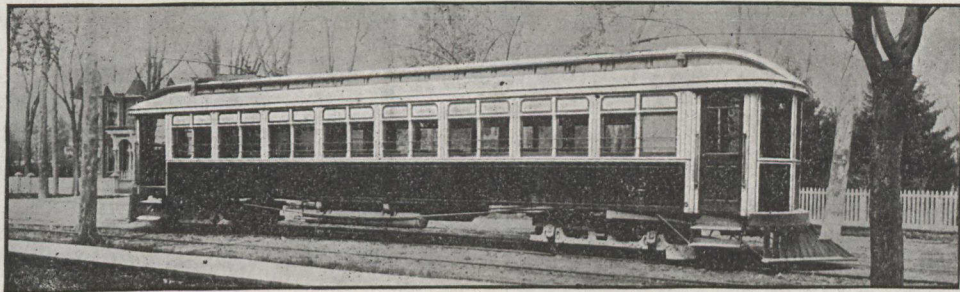


VALUE OF SUBURBAN RAILWAYS



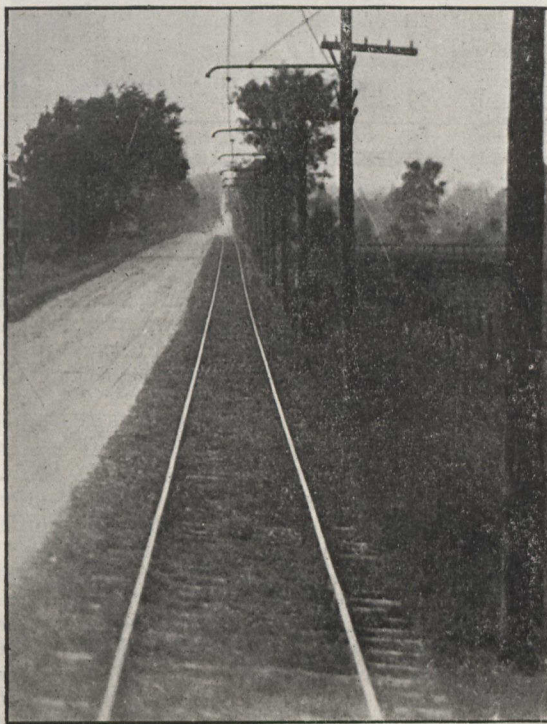
SUBURBAN electric railways are having a considerable effect upon the habits of certain classes of people who earn their living in cities as well as upon the farming population in the neighbourhood. For example, the city of Toronto has three suburban lines, one running east, one running north and one running west. Each of these lines enables about fifteen hundred workers to live in the suburbs, come to the city in the morning and return to their homes at night. These four thousand five hundred workers who make this daily journey represent a family population of fifteen thousand people who are thus enabled to live in the country instead of the city.

About the city of Montreal there are similar suburbs built up by people who work in that city and who are enabled to live in the country because of the excellent suburban service given by the electric railway system, and also by the suburban services of the steam railways.

The same circumstances obtain on the outskirts of the other large Canadian cities, although not to the same extent as in Toronto and Montreal. So far as Canada is concerned this development has not proceeded as far nor as fast as in the United States. The Canadian authorities have not been quite so willing to grant franchises to suburban electric lines, and the city authorities have been very timid in their dealings with companies which propose to give a suburban or interurban service. For these and other reasons the Canadian city dwellers have not had as great opportunities to spread themselves through suburbs and neighbouring villages as have the city dwellers of the United States.

The reasons why men seek to escape to the country are fairly obvious. One man wants to live in a flat or a city house without a garden; he does not object to the bustle and noise of the city. Another man has directly opposite views. He would smother if he had to live in a small flat. He must

live where there is plenty of fresh air and where he can own his own house and his own carefully cultivated garden. To get this pure air, to have the pleasure of owning his own little home and to escape from the smoke, dust, dirt and noise of the big city, he is willing to spend a little more time going to and from his work. He desires to have his children educated in suburban schools. He



The electric railway makes it possible for the city man to live in the country.

cannot afford to send them to a private school, but he is unwilling to have them mix with children of all nationalities who come from homes where the standard of living and cleanliness may not be equal to his own.

Of course, electric railways of the suburban or interurban type are doing more than merely serving the suburbs of large cities. They are creating a new form of country life. In the Niagara Peninsula of Ontario they have revolutionized fruit growing. They have enabled the fruit grower to keep in closer touch with the nearest markets and ship fruits quickly when they are in demand. Again these railways have linked up towns which lie close together and increase the facilities for communication between them. For example, an interurban electric railway connects Galt, Preston, Berlin and Waterloo, and makes these four towns practically one community.

President Hutchins, of the Detroit suburban service explains the evolution of the new country life as follows:

"Throughout this territory we are working out quite an evolution of interurban life. Formerly the farmer, having 20 or 30 miles to drive to town, brought in his team, camped out one night, sold his stuff, and took next day to go home. His wife meanwhile 'nursed his grouch' at home. Now the farmer looks over the morning paper carried out on our early cars, and finds out if prices are such that it will be a good day to market his stuff. If not satisfied with the price he calls up the dealer in the city on the phone, and getting a suitable offer puts his stuff on our express car, gets on a passenger car himself with the old lady, sells his stuff, buys a good ready-to-wear, and takes in the matinee. They take a car back in time to milk the cows and get supper. Under such conditions there has been a great change in the countryside. The farmer is well-dressed and happier. I defy you to go out along our lines and distinguish between country and city people.

"On the other side many of the big city men, merchants and manufacturers, who formerly lived two miles from their place of business, now go out fifteen, twenty and some fifty miles, where they have all the advantages of country life. Our limited cars carry them in and out at the rate of thirty miles an hour, and they read the paper on the way, which they would have to do in any event. The country merchants were at first hostile, and feared they would lose trade. It has worked out quite the other way. If a customer goes in now during the morning and asks for something not in stock they can make a definite promise to have it on hand 'in the afternoon.' The telephone and the trolley freight service have enabled them to hold much trade in this way."

FANCY PIGEONS

And their Relation to the "Blue Rock"

By R. K. BARKER

THERE are nearly seventy distinct and separate varieties of fancy pigeons, different each from the other in size, shape, colour and plumage. The majority of these are "freaks," and how to trace them all to one parentage, viz., the wild pigeon, commonly known as the "Blue Rock," the Adam and Eve of the "Columbarian" family, is not an easy task. I shall not, therefore, in this short article, attempt a naturalist's arguments or theories, but will confine my remarks on origin to a very few only of the most prominent and most popular of the fancy "freaks," and endeavour to describe the origin of the present names.

Until about fifty years ago, the wild pigeon was most prolific in Canada; blue in colour, with a breast of sheen, almost brown. It built its nest in the high trees away from civilization, and as cities and towns grew up, and railroads began to shriek through the country, these wild birds, after being slaughtered in hundreds and thousands, disappeared.

Practically the same state of affairs happened in India, Italy, Belgium, Egypt, Great Britain and America, until now the wild pigeon is practically extinct.

In various countries the size, colour and plumage of these birds differed materially, and naturalists of different nations were successful in preserving

specimens and keeping them in captivity long enough to rear the young, which would return to their own home or loft. The old birds would take to the wild life again, when liberated, but the young became domesticated, and then the fancier got his innings. He commenced crossing the different varieties of these domesticated wild pigeons from various countries, and each season of breeding these crosses produced young varying in plumage, size, colour, feathers.

The "freaks," or fancy birds, were gradually, year by year, bred back to those of similar kind, until to-day no less than sixty or seventy varieties exist, and some of the best of each bring prices as high as \$200 a bird. I shall describe a few of these beautiful "freaks" and one or two which are freaks but not beautiful.

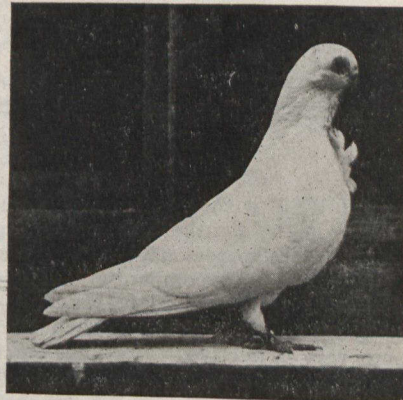
First I will take the English Pouter, so called because of his habit of inflating his huge crop with air, and having been first perfected in England. With this article is produced a picture of this pigeon of one hundred years ago and also one of the present day. The old fellow was bred for his "blowing" qualifications, but the up-to-date fancier of the present wants length of limb, markings, and length of body, as well as "balloon" qualities. Hence the differ-



White Jacobin Pigeon.
A most capricious-looking bird



A Modern Pouter.



African Owl Pigeon
Considerable of a rarity



A Pouter of 20 Years Ago.