

Race Track Betting

1922
Dr. J. G. Shearer, Social Service Council of Canada

Another betting season on the race tracks has come and gone and the results so far as Ontario is concerned are published by the Government. The total money wagered in the seasons of 1920, 1921 and 1922, on the eight tracks in Ontario are:—
1920..... \$42,164,000
1921..... \$56,778,596
1922..... \$44,244,403

We have not the figures for Quebec which in 1920 were 11,000,000 and for 1921, \$19,852,000. They are probably not much different for 1922. This remark will apply also to the other Provinces. The total therefore, wagered in Canada this year will probably be about \$65,000,000 which will be \$12,000,000 less than for 1921 the whole difference being in Ontario. This constitutes a serious handicap on legitimate business. In addition to this, however, there is all the money wagered illegally with hand-book men in shops, stores, poolrooms, hotels, factories etc., which no one can know, but which is estimated to be probably as much as that wagered legally on the race tracks. It continues throughout the year, the bets being placed on races anywhere on the Continent. In Winter bets are placed on races in the South and in Mexico, which is the favorite racing season, whereas legalized betting in Canada is limited to 14 days in summer on each track each year.

But why is there a drop of \$12,000,000 in Ontario this year as compared with last? It is mainly due to two causes. First, 5% tax placed by the Ontario Government on all moneys wagered which netted \$2,212,220 in addition to taxes on tickets of admission (amusement tax) and the tax of \$7,500 per day on mile tracks, and \$2,500 on half mile tracks. Second and chiefly, the splendid and insistent daily campaign kept up throughout the five

months racing season by the Toronto Globe, the Detroit News, (which reaches the bulk of the patrons of the three Windsor tracks) and other papers. The two papers named deserve special credit and of these the Globe's campaign was the ablest and more persistent; editorials on the subject appearing at least once a week if not oftener.

Every day the figures were given of the total the betting public paid out, the total rake-off the Jockey Clubs took and the total the Government took in taxes, and the total that the betting public lost. It was persistently argued that in consequence there was an absolute certainty of serious loss to the wagers who usually did not on the average get back more than three-fifths on what they paid out.

Further, these papers published from day to day cases of defalcation, broken homes, divorces, trials, convictions and penitentiary sentences, resulting from frenzy of betting on the part of great numbers. There were interviews also with business men who complained of bad debts, credit instead of cash buying, and falling off in purchasing, resulting from extensive wagering.

As a consequence we believe that public opinion in Ontario is aroused as never before against this iniquitous vice and the legalization of the business of promoting and cultivating it.

Parliament will be challenged again early in the coming Session. We shall see with what result. Two amendments will be asked to the Gambling Sections of the Criminal Code; one that the business of betting by pari-mutuel machines, book-making and pool-selling be made criminal as it already is everywhere except on race tracks during the racing meets; the other that the publication of betting odds, tips, and other information that can be and is used in betting with hand-book men be also made a crime. When this is done, racing will stand on its own merits, and not on a criminal foundation as at present.

Railway News

Toronto.—It is announced that Mr. G. S. Beer, C. P. R. city passenger agent, under District Passenger Agent William Fulton, has been promoted to the post of assistant district passenger agent. Mr. Fulton now has two assistants in his territory.

Medicine Hat, Alberta.—An expenditure of about \$60,000 is represented by the extension to the Canadian Pacific Railway roundhouse and the construction of the Company's mechanical coaling plant, and that sum is about equally divided between these two improvements. In both instances the work has given much employment to local men and there is still a considerable amount of inside work to be done in connection with the extension to the roundhouse.

Renfrew, Ontario.—Mr. Ed. Williams, Canadian Pacific Railway baggage master, who in addition to his regular duties, takes care of the flower garden which attracts so much favorable comment from travellers over the line, has secured another triumph. Mr. Williams has just been notified that his plot has been awarded second prize in the Quebec district, all of the depot garden having been recently judged by an official of the road. During the past few years Mr. Williams has carried off a number of first prizes but the competition is growing keener year by year.

St. Thomas, Ontario.—Work has been commenced on the construction of an extension to the present C.P.R. yard east of the city in the form of an 800-foot repair track at an expenditure of approximately \$15,000. The grading work which is being done by Irwin and Son of this city, was started recently. The extension is necessary to cope with the increased business and also to facilitate the repairing of cars. It is also understood that the addition of the new tracks will result in several more employees being added to the C.P.R. repair gang.

A small track about 80 feet long will also be erected alongside the new tracks to be used in case of an emergency. The new track will hold at least forty cars. Four teams and about twenty men are engaged in rushing this work to completion.

Belfast, Ireland.—For the first time on record a Canadian-bound steamer sailed from Belfast Lough conveying mails direct from the Northern capital. The vessel was the Canadian Pacific Railway Company's S.S. "Metagama," which, incidentally, was built in Belfast. The vessel anchored off Kilroot and 23 bags of mail, together with some 100 emigrants from Ulster, were conveyed to it by the Harbor Commissioners' tug "Musgrave."

Hitherto it had been the practice to send the mails to Liverpool and other ports, from which they were despatched, but, acting on instructions from the secretary of the Post Office in London, the present system was introduced.

One of the passengers was a five-year-old child, from Dublin, whose parents are in Canada. The little one was in charge of a matron who handed it over to the matron of the "Metagama."

A Belfast "Telegraph" representative was shown over the "Metagama," and saw something of the excellent arrangements made for the comfort of passengers.

London, England.—Major A. Ewan Moore, London Manager of the C.P.R. Department of Colonization and Development, 62-65, Charing Cross, has received the following letter from their Brussels office: "Dear Sir,—I beg to advise that a certain Mr. Martin, Avenue des Conrads, Bruxelles, who has formerly resided in Canada, brought over by our Line in April of this year a shipment of Canadian potatoes. They were planted soon after arrival, at Boisfort, a suburb of Brussels, where an exhibition of land products was held on Sunday last. A certain Mr. Lemmens planted 2 1/2 acres with Mountain Green Irish Cobbler. His crop amounted to over 300,000 lbs.; one plant bore 9 lbs. 2 ozs., one potato weighing well over 2 lbs. This particular plant has been sent to us for window display and has attracted a great deal of attention. Mr. Martin has 400,000 lbs. of Canadian potatoes in Belgium, which are not to be sold for domestic consumption but only for re-exportation. Yours very truly, A. Ewan Moore, L. DE MEY, Agent."

HUNTERS FLOCK TO BRITISH COLUMBIA



Byron Harmon of Banff, Alta. brings down his first after a long chase and stiff climb.



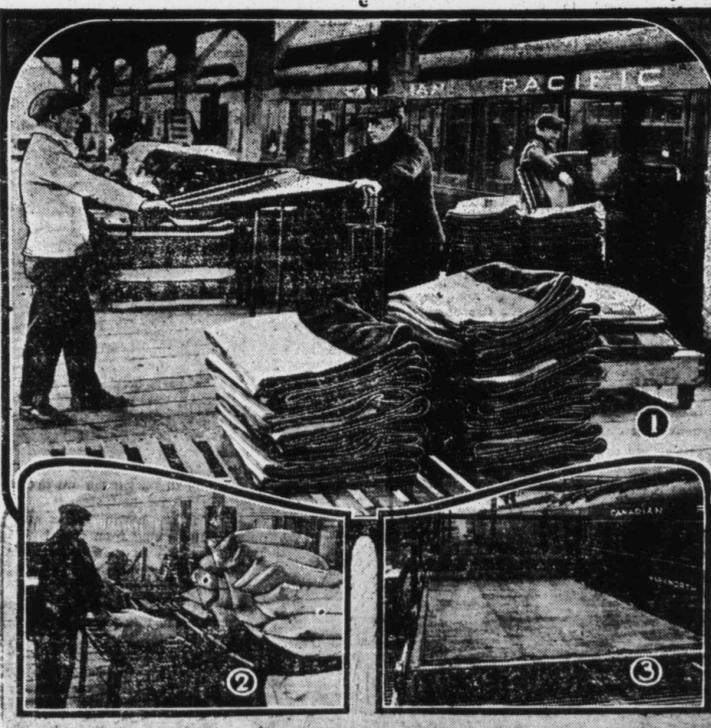
Seventy-six year old hunter and Indian guide hunting in Cassiar District in B.C.

BRITISH Columbia offers the best still remaining, easily accessible big game hunting territory on the continent. It is not necessary to go far afield from the railway and some of the best hunting grounds are as follows: Beginning at the east, there is the East Kootenay district, reached from Vancouver. Two ranges may be hunted here; in the Rockies on the east are to be found moose, mule and whitetail deer, mountain goat, mountain sheep, grizzly, cinnamon and black bear, while among the Selkirk on the west, are caribou, mule and whitetail deer, mountain goat, grizzly, cinnamon and black bear. Very satisfactory wild fowl shooting may be enjoyed on the lakes and flats in the late fall. Deer, grizzly and black bear, caribou and goat are found in the country around Chase. Deer are found from 4 miles of the town; bear from 20 miles; caribou beyond the 30 mile mark, and goat from 30 miles. Excellent game bird shooting is to be had here, including ducks, geese, pinnated and ruffed grouse, with some snipe and plover at various points.

Rocky Mountain Goat. He looks lanky, but oh, how he can travel!

Kamloops is the gateway to a rich sporting region where goats, brown, cinnamon, black and grizzly bear, small deer, moose and occasional caribou and sheep (3 varieties) are to be found. From here expeditions to the Fort Fraser country may be arranged—including about 176 miles of canoeing—where deer, bear and other large game may be shot. A hunting area rapidly growing in favor is the Caribou District, reached from Ashcroft. It is off the beaten path, therefore big game is plentiful, and includes grizzly, black and brown bear, moose, caribou, goat and sheep. Fishing for gamey trout is another attraction of this region. Of course the Cassiar District to the north stands in a class by itself, for the cost of a hunting trip there prohibits a great influx of hunters, insuring good bags for those who hunt there. Thirteen hunters taken in by Frank Call-breath, the outfitter at Telegraph Creek, in 1921, shot 11 moose, 22 caribou, 21 goat, 22 sheep and 20 bear, ten of which were grizzlies.

KEEPING THE TRAINS SPOTLESS



1. Packing away the rugs after having had their turn on the vacuum. 2. Cleaning the pillows on the vacuum cleaner invented by Canadian Pacific employees. 3. The train carpet beater in action. Straps attached to the roller quickly loosen all dust.

A FEW hours spent in the Winnipeg, Montreal and Vancouver yards of the Canadian Pacific Railway while the dining and passenger trains are being cleaned gives one the assurance that there is little need for travellers to worry as far as germs are concerned. The yards are equipped with the very latest devices for the cleaning and equipping of its trains. The same pattern of equipment is in use in Winnipeg, Montreal and Vancouver, and at these three terminals the coaches undergo a thorough cleaning. Approximately 110 cars are cleaned in Winnipeg per day, and it costs \$18.00 to clean each car. When a passenger train arrives at Winnipeg Terminal, it is run down to the coach yard and everything movable is taken out. Then commences the cleaning and equipping process. The coaches, table-cloth-covered pillows and bed sheets are placed under a vacuum cleaner with 90 pounds pressure. This is the first process of cleaning, then follows the disinfecting. The carpets are cleaned in a very special way. pastry are made each day to meet the demand for the Buffet and Dining cars. There is a first-class artificial ice plant installed so that the supply of food on hand is kept in perfect condition. Every room is well stocked, with the exception of the wine cellar, which boasts of nothing more than soft drinks. Several seamstresses are busy in the linen room, where the bed and table linen are kept in repair. The linen department of the railway is well stocked. There are in the entire rail service alone 245,253 sheets; 204,867 slips; 68,925 cloths; 201,933 table napkins; and 373,267 face towels, as well as many other pieces. The laundry lists when checked at the end of each year show that approximately 33,000,000 pieces go through the wash tubs, at the three big terminals and other divisional points along the line. No steward ever without sleeping car conductor or porter in port of a Canadian Pacific train. The dining cars are presented from the school of hygiene. They are kept in perfect condition. They are kept in perfect condition. They are kept in perfect condition.

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