

Power on the Farm

How the Rivers of Ontario are Harnessed to Aid the Farmer in his Work.

By "W. L. S." in Toronto Sun

THE progress made in fruit production about Arkona is all the more noteworthy in view of the difficulties of transportation. Arkona is not on the railway, and Forest, a small market, is nine miles away; Strathroy, the first important market, is eighteen miles off; London is some thirty-five miles distant, and Sarnia about the same. In the case of Messrs. Riggs and Austin the difficulties in the way of transportation have been solved, as stated, by co-operation. The fruit is picked during the day; the wagon, starting in the evening, is all night on the road, and the return journey is completed the next evening.

Near by is Mr. E. D. Morningstar, who has adopted another system. Mr. Morningstar, who has 2,000 peach trees, 350 plum, and eleven acres of berries, finds his market in Sarnia, and he uses an auto truck for the carriage of his product. The truck has solid rubber tires and the covered top, with provision for carrying the baskets of fruit, was built by Mr. Morningstar himself. With this truck, loaded, the journey to Sarnia is made in three hours; the return trip, light, is made in two and one-half. The truck will carry a ton of fruit.

Electric Railway Coming

But another and better solution of the transportation difficulty is about to be provided.

An electric railway is being projected from London to Sarnia which, diverting slightly from an air line, will touch Arkona. There is a special reason, aside from the potentialities of the district in fruit production, why Arkona should be touched. Arkona lies on the Sable, and the Sable is already one of Ontario's producing mines of white coal. It will soon produce to an infinitely larger extent. A dam 200 feet wide, but with only 12 feet in use, with a drop of less than 12 feet, and a volume of water five inches deep, is developing 120 horse power. This power is used for running a grist mill and evaporator in Arkona, for lighting the village and for lighting farm homes along the route. And the power is cheap. Mr. Morningstar lights his house, barn, repair shop and charges the batteries of his automobile and auto truck, all for \$14 a year. He does more than this. He has two incandescent lights in his orchard as insect traps. The lights attract the enemy and a pail—with water in the bottom and an inch of oil on top—forms the trap. Mr. Morningstar has caught as much as a quart of insects in a night in a single pail.

Possibilities in Small River

But to this power scheme again. One hundred and twenty horse power is not much, as the basis of an electric railway some ninety-one miles long. But that is far from the limit. Experience has shown that by placing planks 30 inches high on top of the dam where the power is developed a third can be added to the energy created; and engineers who have examined the site say the dam, now 12 feet in height, can be put up to eighty feet. Not only this, but five more power sites can be created along the same river, without any one interfering with another, and all of about equal capacity. Nor is there danger of failure in water supply. Just above the existing plant there are five springs in the sides of the river bank from which pour never-failing streams five to eight inches in diameter. Finally, there is ten miles away, the Sebee River, on which two more power plants can be erected.

All this gives promise of energy enough to operate not only the proposed electric railway, but to light all the villages and farm houses along the way, and even to operate sprayers, feed choppers, cream separators and other kinds of farm machinery. The farmer's electrical age is almost here.

And now another diversion. The Sable is not, if such a form of expression may be permitted, the only frog in the puddle. Ontario is full of Sables. Some day the province will be a net work of electric wires carrying energy for light, power,

and possibly heat as well, to the remotest corners. It is not too soon (it is almost too late) to begin the taking of steps to see that this development is wisely conducted and along the lines calculated to ensure the greatest advantage for all the people. The Government of Quebec has arranged for the appointment of a commission to enquire into and report upon all the water resources of that Province. The Whitney Government should follow suit, and either ask the Hydro-Electric Commission to report on all power sites or appoint a special commission for the purpose.

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IMMIGRATION REPORT

The Dominion government immigration reports for the month of April, recently compiled, give some idea of the number of people who are coming into Canada this season. March showed a remarkable increase in the tide, but April marks a new flood level with an increase of close to 100 per cent. Of the total new arrivals approximately 78 per cent. came west of the great lakes. The "American invasion" is more pronounced in the west, for of the total of 37,709 arriving, 18,499 were from the United States.

The figures issued by the department show that for April, 1909, a total of 21,237 immigrants arrived in Canada, while in 1910 there was a total of 43,267, an increase of over 99 per cent. In connection with these figures it should be pointed out that the arrivals from ocean ports in April, 1909, numbered 11,628, while in 1910 they numbered 37,824 persons, an increase of 130 per cent. On the other hand the arrivals from the United States during April, 1909, numbered 11,969, while during the corresponding month of 1910, they numbered 20,443 persons, an increase of 62 per cent.

In the figures given for the ocean ports of 1910, a total of 41 per cent. went to points west of the great lakes, while of those from the United States a total of 90 per cent. have settled west of the lakes.

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MANIPULATION-IN ELEVATORS

In dealing with the terminal elevator graft, the Canadian Miller and Grain Elevator says:

"Incidents such as those recently recorded in the West, where Western elevator owners were proved to have manipulated the grain and recorded it falsely, give point to the reiterated declarations of the grain growers to that effect. And it gives weight to the argument for public ownership of elevators, however lacking in reason that doctrine may be otherwise. The Manitoba Government's bill for public ownership and operation has already passed, so it is too late for the incidents referred to to affect the issue, at least as far as interior elevators are concerned. Were it not for that fact, we can imagine the hue and cry which would be raised by the farmers; in fact, the argument is being strongly used for the terminal elevators to be taken over by the Dominion Government. This is one point which makes such malpractices so criminally foolish, besides being dishonest. A few elevators guilty of such wrongful mixing cause doubt to fall upon all the elevators, even when the majority of owners are above suspicion.

"The importance of doing away absolutely with any temptation to mix grain is very great. Upon it depends the future reputation of Canadian wheat. In fact, there can be little doubt but that it has already suffered in the Liverpool market from this very cause, especially the very highest grades."

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William Mann, of Brandon, who it was thought was fatally hurt in an auto accident there a month ago, was discharged from the hospital. He had his collar bone, right arm, shoulder bone and both jaws broken and sustained serious internal injuries. The recovery is considered little short of marvellous.

ENTRIES CLOSE

June 30th

For the General Exhibiting Classes of the Great Fair of the Great West. Exhibitors participate in \$40,000 Distribution

Farmers' Features:

Tractor Test—Good Roads Convention

July 20—Municipalities' Assembly

July 20—Magnificent Array of Agricultural Products—Machinery—Industrials

Harness Horses Judged on the Track Monday, July 18—"Threshermen's Day";

Wednesday, July 20—Farmers' Day

Winnipeg Industrial Exhibition

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DISPUTE IN ORIENT

A Victoria, B. C. dispatch of June 6 said: "The recent trouble between China and Japan is due to the fact that six hundred fishing junks and schooners are operated by Japanese in the Gulf of Pechili, about half of them sailing from South Manchurian ports. The Chinese insist on collecting taxes from these vessels, regarding the gulf as territorial waters. Japan insists that China cannot interfere with the fishermen, holding that the Gulf of Pechili is 'high seas.'"

The Manchurian viceroy has taken a strong attitude on the question against Japan. China sent on May 11 two gunboats and several converted cruisers to seize these vessels whose owners refused to pay taxes, and five were fired on and their crews arrested. Japanese men of war and torpedo boats were promptly sent to protect the fishermen against the Chinese warships, and the incident seemed likely to involve both governments in serious complications. Famines in several parts of China threaten to cause large loss of life according to news received by the steamer Empress of India."

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FISHERIES DISPUTE

Sir Robert Finlay, Monday, began the opening speech on the Canadian side of the fisheries dispute before the Hague arbitration tribunal. It is expected this address will last a fortnight at least, and that during it every phase and feature of the controversy will be reviewed.

Sir Robert showed that the matter for arbitration turned upon seven questions concerning the interpretation of the treaty of 1818. He argued that Britain could regulate these fisheries without the co-operation of the United States, forbid the employment of non-American citizens on fisheries, collect customs and other duties on vessels, freely define what territorial waters formed a bay, forbid fishing in Newfoundland Bay, and deprive fishing vessels of commercial privileges. He gave a long historical review of the question, showing that the United States itself, contrary to its present attitude, had considered as bays all territorial waters, the entrance to which was more than six nautical miles in width. He then quoted diplomatic documents rebutting the assertion that prior to the 1818 treaty Britain had already limited her jurisdiction to a three-mile limit, including bays.

Samuel Elder, of New York, will open for the United States, and it is expected

that his address will last about as long as that of Sir Robert Finlay. The closing arguments for both sides to be made by the attorney-general of Canada, Sir W. Robson, and Senator Elihu Root, will not be heard until the very close of the case, the rule having been adopted that the senior counsel for both parties to the controversy will be the last ones to talk. In addition to those mentioned John S. Swart, K.C., and Sir J. Winter will represent Canada, and George Turner and Charles Warren will act for the United States.

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LONDON HORSE SHOW

Through the financial prodigality of Americans the fourth international horse show which opened at London, Eng., Monday, in a fairland of flowers, more gorgeous than any of its predecessors, despite the nation's mourning. The decorative scheme is a reproduction of Lord Lonsdale's famous Lowther Castle Gardens. The most lavish decorators are American owners. Walter and Louis Wiggins have forty stalls, Alfred G. Vanderbilt twenty, and Judge W. H. Moore forty.

The entries exceed 3,000, which is a record. Nine countries are entered for the King Edward gold cup, which was last won by France. Cossack horsemen compete for the first time, the military contingent being divided as follows: United Kingdom, 21; France, 23; Belgium, 9; United States, 3; Norway, 3; Sweden, 3; Canada, 3; Italy, 3; Russia, 3. The value of the exhibits is \$2,500,000. The prizes amount to \$65,000. The decorations cost \$250,000. Receipts of \$1,000,000 are expected.

With the call of "Boots and Saddles," sounded by the bugler in Olympia, the show was opened. While shorn of some of its social brilliance by the official and popular mourning for the late king, the exhibition this year eclipses its predecessors from the viewpoint of the lover of blooded horses. The number of entries—several hundred more than last year—indicates the measure of the exhibition's appeal to the horse owner.

The exhibits include practically every variety of harness and driving horse and pony, in addition to trotters and hunters, novices, appointments, chargers, pace and action, teams, pony tandems, and four-hands.

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A faint heart hasn't the ghost of a show where there is a strong-armed rival.

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Even our best friends don't do much worrying on our behalf.