

work—the professionals can look after themselves. The insufficient accommodation of the main building as an industrial exhibition precludes, in the meantime, the possibility of providing quite suitable hanging space for pictures, but it is too bad that the efforts of (mostly) young people should be displayed in such a crowded and deplorably untidy fashion, while the contributions of the Ontario artists (some of them very pleasing pictures) and dealers' pictures (mostly very bad) should monopolize so much space and receive so much attention. A little care and judgment in hanging, and a simple system of numbering, cataloguing and marking awards would add much to the attractiveness of the pictures, and encourage many a youthful aspirant to perseverance in the most delightful and useful of the fine arts. We have no Canadian "school" as yet, but the time will assuredly come when the influences of scenery and climate, of life and character, will develop into a style which will be distinctly the outcome and characteristic of British America, and it is nothing less than suicidal to curb and depress the efforts of young folks, some of whom, who knows, may some day earn undying fame for themselves and for our already mighty West.

It is surprising to find that the attendance and the receipts begin to show a slight falling off, instead of an increase keeping pace with the addition to the population, the growing wealth of the country, and the spreading fame of the exhibition; or is it matter for wonder to hear visitors declaring that "the show is not so good this year"—the fact being that it is only the sameness beginning to pall upon them? The eternal repetition of stalls filled with goods done up in highly-colored wrappers, hurdy-gurdies grinding out the same everlasting music (?), bawling mountebanks torturing the ears of a long-suffering people, must, sooner or later, fail to draw. It is in vain that we blink facts, and try to delude ourselves into the belief that the show is growing with the times. Agriculture (in its widest sense), the oldest and the greatest of all industries, must ever remain so, and includes or calls for the aid of every other industry or art, and the very existence of Winnipeg depends upon its forward march. See to it then, all whom it may concern, that our annual show is really and truly an exposition of the industries and the arts of Western Canada.

There are many other points upon which the exhibition is distinctly open to criticism. Part of the grounds could, with much advantage, be laid out in an ornamental manner, so as to display the arts of the gardener and the arboriculturist, lessons much needed by the dwellers of both city and country. The sanitary arrangements are sadly wanting in efficiency and completeness, and a small expenditure of money, with some extra attention on the part of those responsible for the public health, would add immensely to the comfort and the safety of visitors. A catalogue of the whole exhibition would be invaluable, could be simply managed, and, with the help of advertisements, could be made to pay. Winnipeg. L. S. L.

The Grand Trunk Pacific Proposition.

By J. M'CAIG, M. A., ALBERTA.

Independent of the general commercial, industrial and national interests involved in the question of the building of the Grand Trunk Pacific line, now formally and explicitly placed before the country in the speech of the Premier before Parliament, the subject is one of intense interest to the Western section of the Dominion.

It must be conceded that even allowing for the exigencies arising from being the leader of a party, under an explicit party system, the speech of Sir Wilfrid Laurier commends itself to Canadians as a fine exposition of a proposition of enlightened public policy. The freedom from dependence on United States for bonding privileges has not come too soon, and is a well-timed expression of the dignity that is ours as a nation of considerable attainment, and of larger promise and potentiality. The part that has already been played by railways in promoting national unity and interdependence and interknitting of interests has been of great importance. The present undertaking promises to be not less so, but rather more. The line is of a continental character, to a greater extent than the line existing at present, and the building of a second trans-

continental line will open an equally large and productive area with the East, and will introduce an element of competition in the carrying trade that will reduce it to the lowest possible basis of profit, and will free the country from the feeling, right or wrong, that it is being oppressed by a large corporation enjoying a monopoly. It may be, perhaps, maintained with considerable truth, that the new line will not open up a country equal in productivity with the present more southerly line, but on the other hand the higher latitude of the new line will mean a shortening of the route of international traffic, and we expect that the new line will be helped to thrive and survive by its securing a much larger part of the trade of Europe and the Orient than will be enjoyed by the existing line.

The weakness of the Opposition in asserting that either the Hudson's Bay route or the Great Lakes and St. Lawrence is the one destined to become the transcontinental route, is more than evident from the plain necessity of traffic in the former case being limited to four months in the year, and in the latter to about six. These routes mean economy in transportation when they are open, but the necessity and desirability of having at all times a direct route for continuous freight traffic all the year round is not met in the institution of a Hudson's Bay route or the existence of the St. Lawrence system.

The contrast of cost of the C.P.R. and pro-

portion of productive land now under cultivation, compared to the whole productive area adjacent to the present line, together with the new areas opened up by the new line by the ever-increasing influx of immigration, means that the demand for transportation facilities will increase proportionately at a much faster rate than the facilities. The transportation question is not finally solved by the new line, and will be a live subject for years.

Horses.

Diseases of the Digestive Organs of Horses.

(Continued.)

SPASMODIC COLIC.—This is a contraction of portions of the muscular coats of the intestines, usually of the small intestine. In many cases the muscular fibers of the neck of the bladder are involved. The disease is due to improper food, sudden changes of diet, exhaustion from overwork, particularly if associated with long fasting. A drink of cold water may cause colic, especially if the animal be exhausted by a long journey, or several hours' hard work, or be excessively warm. Some horses are particularly predisposed to colicky pains, such as those in which there are con-

cretions of different kinds in the intestines, abscesses in the mesentery, parasites in the intestines, ulcers in the stomach or intestines, cancer or chronic thickening of the intestinal walls; also horses that have congenitally weak digestive powers, or disease of the digestive glands. While simple spasmodic colic is of itself a comparatively unimportant disease, which readily yields to treatment in most cases, at the same time fatal cases have occurred, the horse dying from exhaustion, and a post-mortem revealing no lesions or chronic disease of the digestive tract, the only abnormal conditions being a rigid contraction of small portions of the small intestine. Repeated attacks of colicky pains occurring in a horse without apparent cause indicate some structural change in the digestive organs, in many cases the presence of concretions or tumors in the intestines. If such be present

and are movable, we are justified in assuming that they occasionally, by changing their position, occlude the canal, and thereby check the backward passage of the ingesta or fecal matter, check peristaltic motion, and thereby cause pain. In such cases the violent movements of the animal are likely to dislodge the obstruction, reopen the canal, and, consequently, relieve pain. In cases of this kind it is probable an attack will not so quickly end, and the case does not yield to treatment, after several hours inflammation of the intestines results, which causes death. A post-mortem will reveal the presence of a calculus, or a tumor. The presence of tumors is more frequently found in aged grey horses than in those of dark colors; the tumors being melanotic which occur only in grey or cream-colored animals. In such cases, of course, we can merely suspect the presence of these obstructions, as the attacks may be due to weak digestive powers. In the latter case they may be prevented by tonics and careful feeding, but in the former practically nothing can be done to prevent the attacks, and all that can be done is to treat the cases as they occur. A horse that is predisposed to colic from any cause, is a very undesirable animal, as sooner or later it is probable an attack will prove fatal. Some horses are attacked with colic if allowed water shortly



VILLAGE BOSS, IMP.

Sweepstakes Clydesdale stallion at Killarney Fair. Sired by Prince Pleasing, he by Cedric, by Prince of Wales.

OWNED BY WILLIS & FOWLIE, BOISSEvain, MAN.

posed Grand Trunk Pacific is rather startling. However, while the cost of the C.P.R. to the country may show very large in comparison with the estimated cost of the proposed line, it is but just to say that the C.P.R. was a pioneer line that had its traffic to create, while the demand for the new line and the business of it is already in existence, and is a result of the development resulting from the former line, so that it is not surprising there should be considerable difference in the sacrifice the country has to make to secure these lines.

To the West, particularly, the new line will be a boon. Present transportation facilities have proved already wholly inadequate to the needs of the country, and it is claimed that cost has been inordinately high. We cannot wholly agree with all that has been said of the C.P.R. What is more than apparent is that the congestion does not promise to be less in the future than at present, for by the time the new line is complete the demand for transcontinental arteries of trade will be proportionately much greater for the roads in existence than the demand in the carrying capacity of the C.P.R. now. The class of heavy traffic that is the subject of trade between the Provinces, such as wheat, lumber and cattle, will necessitate in the end half a dozen lines of railway across the continent. The smallness of the pro-