

Farm.

The Transportation Question in the West.

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The Government of Canada has been generously approved for its vigorous immigration policy, and doubtless Canada wants people, especially Western Canada. The Government is to be credited with attracting emigrants from Great Britain, the United States and Europe towards the Dominion. It is not of very special importance that a little section of the strangers, viz., the Doukhobors, should have gone on an inconvenient pilgrimage. We must expect some freaks, and it should be no argument against mixed acquisitions of people. Our political system is such a combination of centralization in law and of liberalism and democracy in practice, that it readily adjusts itself to large expansion and adaptation to suit large increases of people of whatever sort, and it is this flexibility that makes it one of the best political systems of the world.

It has been painfully evident, however, that, chiefly on account of this very increase in population, and of consequent increased total production, our transportation facilities have been taxed to their utmost, and have been found inadequate to our needs. There has been a good deal written and said on this question, some of which has been sense and a great deal of it nonsense. Those who have had most to say about it have generally satisfied themselves and quite a section of a short-sighted public in stopping over in their abuse of the Canadian Pacific Railway. It is an easy and popular thing to pitch into a big corporation. Until a corporation gets established the newspapers are full of praises for its enterprise and progressive spirit. Once the company is established, individuals, like juries, are always against it, and it immediately becomes a plunderer and a robber. Newspapers lose their sanity or fairness, and reflect rather than guide popular opinion, which they might assist in doing.

The fact is, however, that the great development of the last two years came on the Canadian Pacific Railway like an avalanche, and that the increase in volume of traffic was not fully appreciated. Besides, it would have had to have been anticipated for a long time ahead to have been adequately met. The result was that the farmers suffered for the remarkable lack of foresight in the management of the C.P.R. line in the prairie country. The railway couldn't take the grain away fast enough. Nor is it to be expected that the taking out of the wheat should be done all at once, nor is it desirable, but we do expect a better service when wheat is not being rushed out. The price of wheat is fixed in England, not at the elevators. The British price is above the farm price by the amount of the cost of buying, selling, handling and transportation, and it must be evident that the deduction in price on account of transportation charges will be less if the transportation is gradual and distributed over some months, than it would be if such transportation called for extra rolling stock and extra help for a very brief season.

If accommodation is inadequate, freight rates exorbitant, and the service dilatory, it is certainly in order, however, to ask where the people come in. Railways are not properly considered as a private business concern. They are properly a branch of the public service. Their power to build is derivable from the State right of eminent domain, their original cost is defrayed by straight monetary subsidies, or by grants of land, or of both. The regulation of them, then, should rest in the State, whether it is called government ownership or not, and the companies should be looked upon as the custodians and caretakers of the road for the profit of its operation. It should be the function of the government to reconcile the rights of the State itself, of the company, and of the people, in its control of the operation of a road publicly endowed.

The matter of government control is a great big question in relation to more things than railways. Its interference in the settlement of strikes seems at times demanded by the interests of the general public. There are matters involved in the settlement of strikes by a government arbitrator that lie at the root of all industry and commerce. If the calling in of an official arbitrator depends on the will or agreement of the disputing interests, it means that his coming in is making the settlement more of a probability, but not a necessity or sure thing. If the government were to enforce compliance with the decision of its arbitrator, it might be regarded as cramping the effort of the individual or concern. In other words, the necessary inducement and condition for an individual or concern to enter an industry is that it will be free to manage that concern in his or its own way

with regard to the hiring and payment of labor and the appropriation of profits. A government must go slow, particularly in a new and undeveloped country, in the matter of extending its sphere of control, for fear that it checks the impulse of the individual towards larger self-realization by enterprise. It is the sum of the efforts of individuals in trying to have themselves do well that constitutes modern civilization; governments and the character of governments, are effects, not causes. When people talk about government ownership, likewise, they reel off too fast. The country is full of people who deplore the fact that the C.P.R. had not been constructed as a government work instead of having been so heavily endowed in lands and money and handed over to a corporation. Twenty-five million dollars and twenty-five million acres is a heavy subsidy, but we must assume that it was the least bonus at the time that would secure the building of the road, which was a public necessity, or, rather, a large national aim. The same argument applies to the question of method as applies to the question of enforced settlement of strikes. The making of a work of this kind a government work removes the stimulus of necessity in the matter of profit, and perhaps also of efficiency. A government does not have to make its public services pay, though they need not necessarily be run at a loss. There is little to be said for over-regulation and over-government in a new country. Municipal and governmental management of public services is a feature belonging peculiarly to highly organized and old municipalities or countries. Governments, really, only do what they are forced to do. Individuals are more susceptible than governments to public needs, and are more assiduous to try to meet them for the profit in sight. What a young country needs is as much private and individual enterprise as possible, and giving facilities and scope to this is the surest way to build up the country.

The work of bringing on a new continental line, taken on by the present Government, avoids what is complained of in lavish gifts in land and money to the Grand Trunk Company. It makes the line between Moncton and Winnipeg practically a government line of railway. Loans and interest guarantees are taking the place of cold gifts, and the Government practically has a mortgage on the road in case they have to pay any of the bond guarantee. The new system may not develop much in the clay country, but it will be shortening the transcontinental route, and will stimulate and earn trade between the continents on either side of us.

There is no doubt, however, but that this year will be just as bad as last year for congestion of traffic, if not worse. Railway construction will be behind requirements for years. The demand for rolling stock in Canada will be enormous, and it is within the Government's province to foster the manufacture of locomotives for our own supply. Probably the motive supply of the C.P.R. is larger and better than last year, but no one can seriously think that one line will be adequate for the work with the ever-increasing acreage of crop.

Brandon Plowing Match.

The Provincial championship plowing match and picnic, held under the auspices of Brandon Farmers' Institute, on July 8th, was attended by fully two thousand people, and was in every way a success. The work done by the plowmen was pronounced the best ever performed at Brandon, and great interest was manifested in the work as it was being done. The judges were S. Swannie, foreman Exp. Farm; Milne, Industrial School; and Johnston, Brandon. In the class open to champions of previous matches, only three were eligible to compete, and they were there in their best form. Jos. Sutherland got first, with a score of 80 points; Wm. Croy, Brandon, second, with 79; and A. T. Elder, Rounthwaite, third, with 76.

In the non-professional class, Wm. Guild secured 81 points; John Stott, Kenmay, 75 points; C. Webster, Kenmay, 67; and Arthur Brown, Boissevain, 60.

The score-card, and the number of points secured by the plowmen in division are as follows:

	Sutherland.	Croy.	Elder.	Guild.	Stott.	Webster.	Brown.
Plow (13)	10	9	9	9	8	6	6
Straightness (15)	13	11	10	11	10	10	10
In and out at ends (5)	4	4	4	3	4	3	3
Evenness of depth (7)	5	6	4	5	5	4	4
Width of furrows (8)	6	7	6	6	6	4	4
Evenness of top and land (10)	7	9	9	9	8	7	7
Governing of weeds (30)	25	22	25	26	26	24	18
Finish (12)	10	10	9	11	8	9	8
Total	80	79	76	81	75	67	60

Portage Fair.

The 29th annual fair of the Portage and Lakeside Agricultural Society, held at Portage la Prairie, on July 17th, proved to be the best live-stock exhibition in the history of the society. The weather, although not just on its best behavior, came very close to that high standard, yet, withal, there is no doubt but that the deviation, slight though it was from ideal conditions, was partly, accountable for the crowd not being in proportion to the excellence of the exhibits.

One strong point about the Portage fair was its complete agricultural character. Great enthusiasm was displayed by the admiring crowd as the various awards in live-stock rings were being made.

The entire absence of side attractions, such as horse-racing, etc., made this fair ideal from the agriculturist's point of view, and that is the point from which these fairs have a right to be considered.

The crowd, which was by no means small, had gathered to see the best products honored which the skill of the exhibitors, whether neighbors or competitors from a distance, could produce. When fairs are attended with the full determination of gathering knowledge for self-improvement, they are educators of a very high type, and few indeed are the opportunities afforded the average stockman to-day that equals them. When animals of various types, differing in quality and finish, are shown in the same ring, opportunities are afforded the onlooker, which, if he is a breeder and desirous of learning, can be used very advantageously.

The managers of the fair deserve credit for the commodious and well-fitted horse barn which has been added since last year. It is evident that the Portage people are determined to be well abreast in matters pertaining to the agricultural interests of their highly-favored district. Within the last three years a large and up-to-date hall, a good cattle stable, and the horse barn (36x100) of the present year have been added.

HORSES.

In this department the exhibit was large, particularly in the heavy classes, and for both number and quality the stock shown would be worthy of some of the larger fairs. Two rings were shown at the same time. Dr. Henderson, of Carberry, acting as judge for the heavy classes, and Mr. Kelly, of Brandon, in the light-horse rings. Generally speaking, the decisions of these gentlemen were received with satisfaction.

In the agricultural class, the first ring shown was the brood mares. T. E. Wallace, of Portage la Prairie, had a strong lead with a heavy bay of good conformation and quality. Jas. McKenzie's mare, a lighter animal, took second. J. Bryden's and A. L. Ainsley's foals were close competitors for first and second, but a little more tidiness in conformation gave Mr. Bryden's colt first place. Five foals were shown, and any of them were a credit to their owner. Six year-old colts were shown, and here T. E. Wallace took first with a nice bay. Mr. Wallace's animal has a good top, clean limbs, and excellent quality. Jas. Bryden's colt was a good second. J. M. Jones showed a particularly fine colt in the two-year-old section. She was bred by her present owner, her sire being McQueen, the famous stallion owned by Graham Bros., of Claremont, Ont. Quality and action were prominent characteristics in Mr. Jones' colt. R. McCowan's and Joe Tremville's colts took second and third in the order named. In the three-year-old section, Mr. McCowan's fine bays led the ring with first and second, and Jas. McKenzie's colt took third. In the harness class, a heavy bay team owned by Mr. D. Little were outstanding winners. An active, well-matched team of blacks owned by J. McKay took second.

The general-purpose class opened with a ring of eight brood mares. Most of these animals made a creditable showing. M. Cook took first with a nice tidy animal, and J. Bryden second and third. Good quality characterized all three winners, but all were probably a trifle on the light side. Nine foals were shown, and J. McCartney, of Longburn, had a good first with a smooth, well-quartered bay. The ring was very close, but Mr. Cook succeeded in carrying off second and Mr. Bryden third prize. In the three-year-old section, there was probably room for some disagreement with the judge's decision. T. McCartney was awarded first for a gray showing considerable weight against animals which would approach nearer to the general-purpose type for both weight and quality. Mr. McCartney, however, showed a very nice colt. Jas. Bryden's gray took second, and a tidy bay colt belonging to J. Galbraith third. Only two two-year-olds were shown, the prize-winner being a colt owned by J. Lytle. Mr. Rutledge showed the second-prize animal. Three good year-olds were shown, A. E. Batters being the successful competitor. But it was in the harness class that the competition was keenest. Eight teams were shown. The preference seemed to lie with the heavier horses, and a fine heavy gray team owned by Messrs. McLeod & Shaw was awarded first prize. Messrs. Sallows & Hays, furniture dealers, took second, with a pair of beautiful blacks, and J. Ross' team took third.

The horses shown in the heavy draft classes were not so numerous as in the two previous classes, but for general excellence and rich breeding they were unsurpassed. Clydesdales and Shires were shown in the