

C. P. R. Excursions to the Pacific Coast.

Canada's great national highway, the Canadian Pacific Railroad, has become famous, not only because of its splendidly equipped passenger cars and vessels, the excellent time made by their through trains and fast line of ships, but also for their cheap excursions to the Northwest Territories and all western points for the Pacific Coast. Their cheap summer excursions are well known to all Canadians and residents in the New England States. On October 7th and 21st an excursion train will leave Toronto at 11.15 p.m. for Washington Territory, U.S., and will make connection for all northern and western points.

On November 4th and 18th a similar train will leave Toronto for Oregon, U.S., and on December 2nd, 16th and 30th one will leave for California. All these trains will go by way of North Bay, Port Arthur, Winnipeg and Calgary, New Westminster, B.C., Victoria, B.C., Seattle, W.T., Tacoma, W.T., and Portland, Oregon. The fares on these trains to any northern or western point are the lowest second-class rates. The charge for berths in the sleeping cars, when two occupy one berth, will be \$2.50 each, but one passenger may secure a double berth when there is sufficient room by paying \$5 for same. These berths are in the tourist sleeping cars which, we are informed, are furnished with a regular outfit, the same as first-class sleepers, together with a cooking range, in a department in one end, for the use of the tourists. These cars are high, airy and well ventilated. They have upper and lower berths like a regular first-class sleeper, and are adjustable for easy seats in the day time, and for most comfortable beds at night. They are upholstered in leather. A porter will accompany each car to destination.

As the cars run through from Toronto without change, and only passengers destined to the Pacific Coast are carried, great care is taken to exclude any in any way objectionable. These parties are a great advantage, especially to ladies travelling without escorts, or gentlemen with their wives and families. One hundred and fifty pounds of baggage will be checked through to destination on each full ticket, and 75 lbs. on half tickets.

Passengers should provide themselves with a lunch basket of provisions. The baskets should have drop handles so they can be placed under the seats out of the way when not in use. Trains stop regularly at stations where meals are served and where hot tea and coffee can be procured. Dining cars are also attached to the train in which those who desire may take their meals.

Tickets and full particulars can be obtained from any ticket agent of the C. P. R. or from Mr. D. McNicoll, General Passenger Agent, Montreal.

Frequently men are heard to say, "I always plough so-and-so," or, "I always have my horses this way." This is wrong. Every animal should receive close attention, and be fed as its peculiarity and present condition demands. Our fields also should be treated in different ways in different seasons. We can form an idea of how to do a thing after seeing it and learning all peculiarities of the case, and not before, with any degree of certainty of success. I will ask the question: "Do any of you know a man that does the same job the same way every time?" If you do, I will assure you he is not progressive, and is not looking for any better or easier way to do things than his grandfather had.

The Industrial Exhibition.

recently held in Toronto was one of a series of successes that has marked the history of this show, which, whether we take into consideration the entries in and quality of the live stock exhibit, the agricultural products, the number of visitors attending, or the financial success that crowned the efforts of the management, may be considered the greatest show of the continent. For the exhibition of 1891 a more liberal prize list than ever before had been offered, to which the exhibitors of live stock responded heartily by the following additions to each department:—

	1890.	1891.
Horses.....	971	1,007
Cattle.....	553	575
Sheep.....	384	415
Pigs.....	316	339

The excess in the entries was still greater in other departments, and although additions had been made to the buildings there was not a foot of available space that was not occupied. Financially, the crucial test is in the gate receipts, which, from the official figures, amounted to \$65,850.50 for 1891, against \$65,524.45 for 1890, while the figures of 1890 were \$10,000.00 in excess of any previous year. This in the face of a particularly late season, those in the northern part of the province being scarcely half through harvest, while in other localities farmers were still busy with fall wheat seeding. It being remembered that it is from the farmers that the bulk of the visitors are drawn, it must be concluded that this year's fair was an unqualified success.

The want of sufficient room has heretofore been the greatest drawback that the management has had to cope with, and this, we understand, will be rectified for another year's show, as at a meeting held since the exhibition by the Toronto City Council it is proposed to submit a by-law to the citizens to provide money to purchase another rifle range, so that the present Garrison Commons may be made available for another year's show. This is a proof of the untiring zeal of Manager Mr. H. J. Hill, who has scarcely closed the gates on the present season than he begins to look after the welfare of the next, and to whom the success that has been achieved is in a large manner due.

HORSES AT THE INDUSTRIAL.

As is usual at Toronto, the horses formed one of the most prominent features of the show, and with the grand exhibit made in this department it is a thousand pities that better arrangements for seeing them could not be adopted. "Too small" is the general verdict when the present grounds are spoken of, and, doubtless, this fact has this year militated against the rapid yearly advance in the number of visitors that marked the annual progress of the show in former years. The fact is, there is scarcely standing room for the vast concourse of people that make it a point to attend this exhibition, and if the arrangements spoken about above are carried out, we hope to see better arrangements for next year's show, which the public will doubtless show their appreciation of by a still greater attendance. The character of the horse exhibit, as well as other classes of live stock, undergoes a change each year. Particularly is this the case in horses for driving purposes, fashion and requirements demanding a suitable horse, and in an exhibition like the Industrial this is most observable, and quite in keeping with the advance made in other lines. In the different styles of turnouts in equipages the changes of a year were very noticeable, and show that we, like the eastern cities across the lines, are following more and more the English modes as well as in English horses.

The management at Toronto have made a decided improvement in adding a number of classes

to those heretofore given for driving and carriage horses, which included pairs over 15 hands, driven to T cart, standhope, mail, or spider phaeton, which will have the effect of defining better for what purpose the different types of carriage horses are required.

THOROUGHbred

horses were largely represented, especially in the aged stallion section. Many beautiful specimens, such as the grand horse Buffalo, by imp. Bellet, owned by Jos. E. Seagram, Waterloo, and F. A. Campbell's Billette, by the same sire, and John Dymont, Orkney, King Bob, Mowat & Maclean's Disturbance. The two first mentioned are large, handsome horses, exactly suited for breeding on the commoner bred mares, in order to produce horses for carriage and saddle purposes. As is too often the case among the young ones of this class, there were a lot of weedy things that had the appearance of a lack of suitable feed and care which is due them if their breeders intend or wish them to become popular, and which is necessary in order to develop them earlier, as other breed fanciers do. The breeders of thoroughbreds, for some strange reason, are particularly careless in their manner of bringing out young fillies and colts.

Roadster or trotting bred horses had no less than 242 entries, and if to these the double teams were counted in, considerably over 250 horses of this class had added their quota to the exhibition, which shows that there is no likelihood of a scarcity in this line of equine production for some years to come. Numbers in this class forbid anything like an individual description, but the winners will be found in the prize list in another column.

The Carriage and Coaching class was made up of Yorkshire Coach or Cleveland horses, and horses with more or less thoroughbred blood, also those in the trotting line of breeding; and it is worthy of note that the winners were drawn in every case from the ranks of the former wherever horses of this breeding appeared in the section, showing how prepotent is this blood. Wild Harry, a Yorkshire bred horse, by Emperor 1293, dam by Ballet (thoroughbred), was the winner in the aged class. He is owned by Isaac Hisey, Cremore, Ont. He has recently finished a heavy season in the Paris district, and was not in the high form that we have seen him, but his capital action and grand quality won for him the coveted place. Mr. McMillan, Erin, carried the second with imported Shining Light, sired by Wonderful Bay 534, the third going to Frank Bassano's Lord Derwent 1090, by General 117. The three year section was not nearly up to the aged ring; but a good one came out in Abraham Bean's Peacock, and a better one came out in the two-year-olds, the winner for this section found in Young Prince Alexander, sired by imp. Prince Alexander, dam a mare by the well-known imported Coach horse Peacock, that left such a number of good ones, and whose daughters are breeding winners every year. The sweepstakes for the best stallion of any age was also won by this colt, showing that Canadians can breed the quality if the proper care and attention is devoted; but breeders must learn to fight shy of the breeds that are yearly brought out intending to represent carriage horses, many of which are unfit for any purpose known to us.

HACKNEYS

are fast growing in favor with the public generally, and it is safe to say that they have got as strong a hold of the affections of a large share of the horsemen here as they have in England, and we hope that before another year's prize lists are made up each sex and age will have a section assigned to them as in other breeds. In the aged stallion class, the only one really given recognition, twelve entries had been made by the following exhibitors:—Messrs. R. Beith & Co., Bowmanville; Graham Bros., Claremont; D. & O. Sorby, Guelph; Prouse & Williamson, Ingersoll; Jos. Beck, Thorndale; Ormsby & Chapman, Credit; R. J. Arnsworth, Toronto; J. M. Mason, Bowmanville. Out of the above entries seven came seeking honors at the hands of Messrs. John Hope, Brantford, and Arch. Wilson, Paris, the judges appointed to this class. The beautiful horse Jubilee Chief 2122, shown by R. Beith & Co, was placed first.