

are removing ever farther and farther towards the setting sun; the present rates of freight both by land and sea are more likely to increase than to diminish; while the increasing population steadily springing up between the wheat lands and the Atlantic will intercept a considerable portion of the supplies that would otherwise reach the English market.

Nova Scotia is not a wheat producing country, but for the Western portions of the Dominion every consideration that may affect grain trade is of vital importance. Indeed the future of the Dominion at large has been to some extent staked on the attractions and capabilities of the great North-West as a wheat-producing region. But the Maritime Provinces can only be said to have a reflected interest in the venture. They will benefit financially with the Dominion at large, if the high hopes now entertained should be fulfilled. Or they will in the same proportion suffer, if these hopes should prove delusive.

But, although Nova Scotia is not, properly speaking, a grain-producing country, there are other commodities for the production of which she is eminently suited, and for the supply of which to England her situation is unrivalled. The conditions of the Province are very favorable to the breeding of cattle for export, in which she ought to compete more than successfully with any part of the American continent; and it is encouraging to learn that these advantages are appreciated, and that this branch of commerce has already attained a considerable development in Nova Scotia.

The trade in both live and dead meat between the United States and England is daily assuming larger proportions, notwithstanding the enormous distances over which the meat has to be carried to the ports of departure.

New docks are being opened from time to time on the Northern shores of England for the purpose of accommodating this yearly increasing trade. The Avonmouth docks, near Bristol, though only completed two years ago, are filled with cattle steamers. These docks are more favorably situated than Liverpool in several particulars, they being nearer to London, more accessible from the sea, having no bar like the Mersey; and, for steamers passing South of Ireland, saving 12 hours steaming.

In the interests of humanity, it is to be hoped that the trade in dead meat may prove so profitable as to supersede the transport of live beasts; and the facts stated by Messrs. Pell & Read in their official report show some reason for expecting that this hope may be realized.

The enormous number of beasts destined in one shape or other for the English market find their way from the different cattle nurseries of the United States to the three great centres of distribution. The following is an extract from a leading article in the *London Times* of the 1st September last, commenting on Messrs. Pell & Read's report:

"The beasts selected to supply live or dead meat to the English market have all English blood, more or less diffused. But the range of this admixture is limited. The quantity brought to the three great abattoirs is enormous. At Chicago, as our readers may remember to have read some time since in our columns, one man takes a third of the supply. He kills more than a thousand every

week-day, with the regularity, ease and noiselessness of a perfect machine. Skillful operators before, behind, above, and on both sides, conduct the animal in one minute from the yard, through narrowing passages, to the point where an unflinching hand deprives it of feeling; where all the other processes of the slaughter-house are done far more carefully and neatly than with us, and the dismembered animal is soon passed through successive refrigerators, down almost to freezing, or boiled and canned, the oil and other parts being utilized.

"The exports of fat beasts to England has been a great failure, so far. The animals take much room, require much care, and cannot stand bad weather."

The breeder of cattle for the English market should learn that the shipment of animals in high condition is both cruel and unprofitable, and that the preferable alternative, now beginning to be recognized, is to send only those animals of improved breeds, as being hardier and taking up less room.

For such a trade as this Nova Scotia assuredly needs no protection. She possesses all the elements of success in a remarkable degree in her soil, her climate, her harbor, her lines of ocean steamships and her propinquity to market.

But there are other commodities besides meat in which Nova Scotia ought to be able to compete successfully with the United States for the English markets.

The United States export annually, according to the report of Messrs. Pell and Read, one hundred and twenty millions of pounds of cheese, and about twenty million pounds of butter. The cheese is, as a rule, fairly good, though capable of being much improved. The butter is decidedly inferior; it comes from the far Western States, and is consumed in the manufacturing districts of the North of England, the total cost of freight being little over one farthing a pound.

There seems no good reason why butter and cheese made in Nova Scotia should not be equal to the same articles manufactured in England. A commencement in the matter of cheese has already been made at Annapolis, and I should imagine that the Northern portions of this Province generally could not easily be surpassed in favorable conditions. All that can be required is to improve the method of manufacture; and for promoting such improvement, yearly Exhibitions such as we are now holding in Halifax are obviously of the highest utility.

If in the foregoing remarks I may appear to have been somewhat bold in expressing opinions on a subject respecting which it is obvious that I can have no technical knowledge, I hope that the strong interest I shall always feel in all that concerns the welfare of Nova Scotia and its inhabitants, and especially of this city, will be accepted as an excuse.

The exhibition was then formally declared to be open, and the General and party accompanied by His Worship the Mayor visited the building and grounds.

The wheat crop of the United States, this year, according to the latest estimate, is more than four hundred and fifty millions of bushels. This will give a surplus, after supplying the home market, of nearly two hundred millions of bushels.

CAPE BRETON EXHIBITION.

BADECK, Oct. 12th, 1880.

COL. LAURIE'S OPENING ADDRESS.

Mr. Chairman, Ladies and Gentlemen: It is but natural that at this, the first Agricultural Exhibition held by the Island of Cape Breton I should choose as my text "The State of Agriculture in Cape Breton," but it is somewhat unfortunate that, in addressing myself to this subject, I labor under the disadvantage of not having visited those portions of Victoria and Inverness Counties, which, if all reports be true, are the most advanced farming districts in the Island.

From the accounts of eye-witnesses, as well as from the returns of crops raised in various parts of the Island, I am inclined to hazard the assertion that the two extremes of farming are to be found in Cape Breton, that some of the best and, (bear with me when I say it,) some of the worst farming done in the Province of Nova Scotia is to be found on the Island.

Where so much good farming is done it is clear that the climate is not to blame, and no one who has passed through your smiling valleys would venture to assert that the land was to blame. It is clear that we must seek the explanation of any alleged backwardness in our farming elsewhere than in an ungenial climate or an unfertile soil.

If we are behind other parts of the Dominion or the Continent, we must set ourselves to find a remedy, and to this end it will be well to seek any cause and ascertain how it may be removed.

So many causes are assigned by persons who profess to be well acquainted with the inhabitants of Cape Breton, that one almost hesitates to approach a subject so well threshed out. I have heard it asserted that the population of Cape Breton largely live by fishing, that fishing and farming are incompatible, hence the neglect of the latter industry, especially along the coast.

Again, it has been stated that the early settlers in Cape Breton were drawn from a class who knew nothing of farming, that their attempts at farming were unprofitable, and that their descendants, seeing no satisfactory results, also exhibited an utter distaste for such apparently aimless drudgery, and have never taken kindly to it as a profession.

Want of capital, too, has been given as another reason for the poor success of many of our Island farmers. Many other reasons are also given, and there is just sufficient plausibility in such reasoning to admit of the fact and the result being associated, the result being looked on as an outcome of the fact.

For my own part I cannot recognize that any of these so-called causes can be