

It is remembered that a choice breeder may be kept until four or five years old, the matter of selection becomes one of great moment.

Transportation Needs of Prince Edward Island.

When it is known that this Island is the nearest—fertile, easily cultivated—territory of considerable extent to Cape Breton, which is rapidly becoming one of the great centers of mining and manufacturing enterprise, the inference is unavoidable that this Province must in the future, as in the past, continue to be the chief source of supply for its butchers, vegetable dealers and fruit merchants. The largest capitalists of Europe and America are now looking to the town of Sydney as an inviting field for investing their surplus cash, it being the center of the greatest and most varied stores of mineral wealth now known to exist on the earth. These men are now pledged to build a bridge across the Strait of Canso, which is estimated to cost five million dollars, which alone is a strong proof of their faith in the future of Cape Breton. Geologists have long ago noticed the close relationship which exists between the new red sandstone rock formation and prosperous farming communities, whose lands produce plants, grains and fruits in great profusion, and of higher excellence than soils overlying any other rock formation. The deep red color of our soil tells at once of its origin. Perfect natural underdrainage being one of its favorable conditions, the laborious and costly underdraining of other countries is not needed. When, in addition, the situation is considered, surrounded, as it is, by the sun-warmed, comparatively shallow waters of the great Gulf of St. Lawrence, the causes are readily seen of our ability to glut the Maritime markets with farm products and force Boston and New York dealers to figure out the contents of our potato cellars.

Among the earliest immigrants to this Province were a number of Loyalist families, who left comfort and in some cases wealth in their several New England and New York homes, rather than submit to the rule of enemies of Great Britain. Among these were the Hassards, Hydes, Gardiners, Bovyers, Schurmans, Bakers, and others whose names are not in memory. These men carried with them the habits of their old surroundings, and planted apple and other fruit trees in their first clearings of the forest. These thrive and were very productive. But no considerable home market existing, the energies of immediate descendants were directed to grain and vegetable growing, which were shipped abroad. In this way the capacity of our Prov-



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ince to produce fruit of good quality, of many sorts and in great abundance, was lost sight of: this to so great a degree that about eight years ago the Premier of the Province declared in the Legislature that it was "nonsense to talk about growing apples in Prince Edward Island." Yet since that was said our apples have sold in quantity for the highest market price in London, and exhibits of our fruit have been awarded highest honors at Paris and Glasgow Exhibitions.

A few years ago our market gardeners complained that cultivated strawberries could not be profitably grown here, yet of late the most highly-esteemed sorts, such as the Jessie, Haverland, and a score of others, are grown and shipped to all available markets, even as far as Boston. Size and high quality characterize these shipments. One grower, last year, sold over forty thousand quart boxes, and has reached this season the fifty-thousand notch.

Soon after Professor Jas. W. Robertson became Dairy Commissioner, he visited this Prov-

ince, lecturing in many places on the advantages of dairying and the cheese-factory system. For a time his efforts failed to elicit any response. In the year 1891 neither butter nor cheese was shipped from this Island, but some butter and much cheese was brought here from abroad. The following spring the "Three Rivers Dairy-men's Association" took hold of Professor Robertson's offer and built the New Perth cheese factory, the Professor agreeing to find a purchaser for the product and assume various responsibilities that now fall on factory directors. The result is that last season—nine years from the first start—seventy-five thousand boxes, averaging seventy pounds, were shipped, mostly to Europe. Such is a brief outline of Professor Robertson's success in establishing the dairy business here. He had faith in our resources and our ability to back him up. The result justifies his determined effort. The remark may be made that Professor Robertson's chief service was to find a market and a purchaser for the product.

Now it comes in my way to tell of very different results from visits of other members of the staff of the Dominion Department of Agriculture. Soon after the Minister assumed office, he addressed several public meetings, his chief effort being to boom Chamel Island cattle. When the fearfully injurious state of live-stock transportation was brought to his notice, he dismissed the subject with "short shrift," being apparently ignorant or careless of the fact that in no other part of Canada has the Government such absolute and entire control in transportation matters as in that affecting the entire system of ferry over the strait, the P.E.I. Railway and the Inter-colonial Railway to the great ports of Halifax, St. John, and Sydney. The most distant of these is little over one hundred and fifty miles from us, yet it costs more to get a carload of live stock to any of them than to get the same lot twelve hundred miles from Toronto or Guelph.

At a similar period in Live Stock Commissioner Hodson's official life he also came among us. Public announcements of his lectures stated that live-stock transportation would form part of his subject; but, to the disappointment of his hearers, it was not alluded to, he seeming more anxious to impress us with the danger from diseased cattle, for he carried all over the Province a tubercule-test orator, whom credulous people call a vet.

The Live Stock Commissioner then had and now has it in his power to render as great a service to the live-stock interest of this Province as the Dairy Commissioner did in his department. Let him make us sure of prices equal to those paid at Toronto for ripe fat steers fit for the British market, and in two years from date we can fur-



OTTAWA CITY POST OFFICE, THE PARLIAMENT BUILDINGS AND THE CANAL BRIDGE.