

never been explained, though it has caused much debate. No one could discover who had recommended him for the honor, though the opinion prevailed that whoever did it felt about such titles as Lord Melbourne did about the Order of the Garter—that "There was no d—d merit attached to it." Now Sir Max has been made a Lord, and just what he is being rewarded for no one seems to know. It was certainly not for the journalistic ability he showed as the official "Eyewitness" with the Canadian troops. If titles were given for work of the quality he produced, every daily paper would have its police news done by an Earl or a Viscount.

Now, far be it from me to say anything that might prejudice anyone against Lord Brunswick—if that is the name he finally decides to adopt. I know nothing about him that most people would not consider entirely praiseworthy. What puzzles me is to find out anything about him or his achievements that properly accounts for him. I have read at least half a dozen biographical notices of him, no two of which agree. He has been described to me by a judge, a clergyman and a banker who knew him personally, but their descriptions failed to make him seem real. Out of the many descriptions I visualize a good-natured, smiling, chubby-faced, boyish individual who has nothing about him to suggest the cold, calculating, financial freebooter. In his pictures he looks as if he would be ready to play base-ball with the children and would make a star short-stop. Yet there must be something absolutely Napoleonic about him. The banker, in his description, dropped one significant remark. "He has a most uncanny power of making bankers and capitalists do whatever he wants them to do." He must have the same uncanny power in his dealings with those who dispense honors and titles.

And yet he appears to be only a "hyacinthine boy." But whatever he is, it is becoming apparent that he promises, in the near future, to be not only our most distinguished Canadian abroad, but one of the strong men of the British Empire. Current news credits him with having brought about the understanding between Lloyd-George and Bonar Law that made possible the present War Government. It is reported that he occupies a room next to Lloyd-George in the War Office, and that he spends his days with Bonar Law. And on top of that comes the news of this elevation to the peerage. Certainly there must be something about this amazing young Canadian which has escaped his journalistic biographers and his personal friends. Finding him so near the centre of power I am almost prepared to go a step farther than the Advocate did a couple of weeks ago, when it surmised that Lloyd-George might prove to be the dominant figure of Tolstoi's prophecy about the future master of Europe. As nearly as I can remember the Russian seer's vaticination he prophesied the coming of a man "from the Northwest, more a journalist than a military man, who would hold Europe in his grip for ten years." Our new Lord may be said to come from the Northwest, for there is a chapter in his life, not given in any of his biographical notices, that deals with his activities in Calgary. As Eyewitness, he has learned war as a journalist, rather than as a military man. Certainly the description seems to fit him better than it does Lloyd-George. Then there is the unceasing mystery of the man. He is either a man of destiny or one of the most amazing accidents in history.

I notice that some of our papers are railing at Sir Max's activity as a representative Canadian. As he has never held office or received a mandate of any kind

from the Canadian people they are inclined to repudiate him. Yet I never saw that he made any pretence of speaking for Canada, though he has been associated with the overseas work of our War Department. Sir Sam Hughes evidently valued his co-operation, and he seems to maintain the same cordial relations with Sir George Perley. He has been persistently mentioned for the position of High Commissioner, and now that he is a Lord his chance of securing the position will be greatly increased—if he really wants it, which I am inclined to doubt. When he wants a thing we never hear anything about it until after he has got it. But I am hoping that when he finally decides on his title he will not choose "Brunswick." Isn't there a German Duke of that name already? I think so, and as our bustling fellow-countryman may yet decide to be a Duke, he had better take another name that will leave the future open. Besides, the name Brunswick already has a place in history and literature. There was once a red-headed Duke of Brunswick who wielded a two-handed sword and banded hardiments with Louis the Eleventh. Then you will all remember Byron's Waterloo, in the old Fourth Reader.

"Within a window'd niche of that high hall
Sate Brunswick's fated chieftain. Etc."

On the whole I think our new Lord should adopt something more original that would help to endear him to his fellow Canadians—such as Lord Waterstock, or Lord Cashwater, or Lord Manymergers. There are a lot of Canadian editors who could give him a more appropriate title than Brunswick. But in the meantime it is worth while for us to keep an eye on him and try to learn something about him. Everything suggests that he is not in the rank of ordinary men.

Some Phases of Prince Edward Island's Agriculture.

There are some peculiar and interesting features in the agricultural life of that little Island, situated in the Gulf of St. Lawrence. Its soil is fertile and its people conservative, but staunch and true, and, while they still have their narrow-gauge railroads and up to the present have surrounded the automobile with considerable restrictions, they were good enough sports to warm up over the silver-black fox proposition and make it one of the biggest institutions of its kind in America. The revenue of the Province is not large, for land pays practically no taxes. This immunity, so dear to them and so far removed from others, they are determined to maintain, and several years ago a candidate was elected to the Legislature because the people liked his no-land-tax policy. A tunnel to the mainland has been advocated, but the production of the Island apparently will not warrant such a stupendous undertaking. In place of this a car ferry, capable of conveying fourteen cars at a time, will navigate the Strait, and the gage will be widened as soon as finances permit, so transportation will soon be made more effective. The difficulties of transportation have been the greatest obstacles during recent years to rapid growth, but in former times an autocratic system of absentee landlordism stifled development and prevented the inhabitants owning land and bequeathing it to their heirs, the sovereign right of a free people. Prince Edward Island is small but productive. The people are large of stature and big of heart, yet there is that separation from the mainland which prevents a speedy movement of the crop, the highest market price and a development of the natural resources commensurate with the possibilities of the "Garden of the Gulf". In spite of this, the Islander can produce at a lower cost and, with a small tax rate, can enjoy as much remuneration for his efforts, perhaps, as those operating under more ostentatious circumstances.

Prince Edward Island has a population of 93,000 and 90 per cent. of that population is rural. Those living outside the towns and cities are not all farmers; some are fishermen and others are engaged in activities which, though not connected altogether with the land, have a rural atmosphere. This is why laws and regulations regarding which the country folk may entertain adverse ideas, are not easily foisted on to the people. For instance, automobiles are allowed to run only on Mondays, Wednesdays, and Thursdays, and then over a limited area. This may appear like a ruling born of prejudice, and perhaps it is; prejudice not towards the automobile, but towards those irresponsibles who at first drove recklessly through the country with little regard for human life or property. One school section in the eastern part of the Province will not yet allow an automobile within its limits. This may appear from the distance like obstinacy, but behind it all is the past record of drivers who lost their heads or abused their privileges. Farther west we might be willing to overlook these abuses and consider a broken limb or a fractured skull simply as a sacrifice on the altar of progress. On the Island they hold the saner view that the wheels of progress should turn without the sacrifice of human life, and that laws must be enacted to protect the women and children against the recklessness of a few who are not guided in their actions by the Golden Rule. If the temperance laws of the Maritime Provinces were as well enforced as the motor laws of Prince Edward Island, prohibition in that country would amount to more than it does at present. It should be stated here, however, that considerable false doctrine was preached with regard to the automobile. The anti-feeling is now dying out and soon the motor car, it is expected, will have access to all the roads of the Island; although it will be just as well at the first for drivers to keep their heads and remember what a fight the automobile has had to get a foothold.

The past has had and will continue to have some effect on the Island. Back as far as 1763 it was divided into lots of about 20,000 acres each and these were given to Old Country Gentry. They were known as "Proprietors", but they continued to live in Britain while the inhabitants, called "Tenants", worked the land without the privileges of ownership. In 1875, however, the Island Government purchased the rights of these absentee landlords and sold the land to the tenants, but no arrangement was made for a complete or up-to-date system of land taxation. At present five to ten dollars covers the taxes on 100 acres of land. This system has one commendable feature, however, the farmers are not taxed to death.

Size of Farms and Nature of Farming.

The tendency is to small farms, ranging in area from 50 to 125 acres. The Island as a whole comprises 1,397,991 acres; 1,202,347 acres of this are cleared, and divided into 14,369 holdings. The soil generally is red and, as a rule, a sandy loam, but it is estimated that 200,000 acres are in need of underdrainage. Not until last season did neighbors attempt any co-operative system of ditching, but then after some encouraging legislation, similar in effect to the Ditches and Water Courses Act of Ontario, they set to work on broader plans. Formerly land tile could be procured only with difficulty and at a very considerable cost, but the Provincial Department of Agriculture got local capital interested and a tile and brick plant erected. On September 27, 1916, the first tile and the first machine-made brick, manufactured on the Island, left the plant at Richmond. This will mean a great deal both to the agriculture and to the industrial life of the Province.

In 1915 the estimated value of the field crops amounted to \$11,130,000. The hay crop stood highest; oats were second, and potatoes third. A published report placed the yield of oats at 6,500,000 bushels, and potatoes at 3,750,000 bushels. Blue varieties of potatoes predominate. These find a market at home, in Newfoundland, and parts of Nova Scotia. Some red varieties, chiefly the Dakota Red, are grown for the New England trade, but the white kinds do not leave the Island in very large quantities, as, near at home, the market would be Middle Canada, and this trade is to a certain extent cut off by the heavy production in New Brunswick. A fair average price is 25 cents per bushel, and the starch factories contract for them in large quantities at that figure. Two hundred bushels of marketable potatoes per acre is considered a fair yield. While the writer was on the Island during the latter part of September, buyers were coming in and taking advantage of the ridiculously low price. Potatoes jumped to 40 cents per bushel in a few days, but even then they were retailing for \$2.00 per bushel and more in Ontario and Quebec. Such was the difference in price at that time between producer and consumer.

The rotation of crops, which for years has been practiced most, is as follows: grain (oats), hoe crop, grain (usually wheat or barley), hay, hay, pasture, pasture. This covers a period of seven years, and to the infrequency of the hoe crop is attributed a considerable immunity from club root and bad potato diseases. Fruit growing is still in its infancy yet we visited one grower, A. E. Dewar, of Queen's County, who had a splendid fruit farm, and the quality of his products, which were a burden to the trees, compared very favorably with those seen in orchards in Nova Scotia or Ontario, at that time of year. If more were only interested in fruit they would find the soil and the climate of P. E. I. quite congenial to its production. The future of the fruit industry there depends not upon the soil or the atmosphere, but upon the men.

In 1891 Dr. James Robertson, at that time Dairy

Commissioner for Canada, put on an active campaign and introduced the co-operative factory. There are now about twenty-eight cheese factories and twelve creameries in operation.

Since this Province began to receive its share of the federal grant, agricultural instruction has made rapid progress. The greatest item in this expenditure is the introduction of agriculture into the public schools. An up-to-date, rural-science department has been established, and all pupils training for teachers must measure up to the requirements of this branch of the educational system. In March of 1915, W. R. Reek was appointed Director of Agricultural Instruction, under the Agricultural Instruction Act. He took with him to the work many good ideas gleaned from his experience in the agricultural work of Ontario, and as representative of the Ontario Department of Immigration. By working in harmony with the Provincial Commissioner of Agriculture, Murdock McKinnon, who has piloted some useful legislation through the House, splendid work has been done both for the farming and industrial interests of Prince Edward Island.

Sea Manures.

Farmers who live near the ocean are in a position to obtain a large quantity of manure from the beach. Eel grass, dulce, and kelp all furnish a considerable amount of humus and contain some potash. All these are available on P. E. I., and, in addition to this, mussel mud is used very extensively. This latter material is the result of the death and decay of myriads of oysters in the bays and inlets of the Island. For generations this deposit has been dug in the winter and spread on the land. It contains from 75 to 85 per cent. lime, some nitrogenous matter and a trace of potash. Twelve to fifteen tons is applied per acre about every fifteen years. The Government has undertaken to lift this mud on an extensive scale with dredges and sell it to the farmers at cost, which averages around 50 cents per ton. A dock was built where fifty-five carloads were being loaded weekly. At the first of October orders were on file for 800 carloads. Refuse from the lobster factories also goes to the land, so the quantity of fertilizer actually yielded by the sea is no small factor.

Egg Circles a Success.

This small Province can boast of a successful egg-circle system. There are about fifty local circles; each with its own manager and collector. Then there is the Central Board of Directors, President, Secretary and Manager. From 20,000 to 40,000 dozens of eggs are handled weekly. These are taken by the Maritime markets, as well as by Montreal and Boston. Some shipments have even been made to England. Recently they decided to handle crate-fattened poultry. Tangible evidence of success was the purchase, in September last, of a building and vacant land in Charlottetown. The building purchased will be added to, and ample accommodation provided for the growing business of this organization.

The Experimental Farm.

In August of 1909 an Experimental Farm, which is a branch of the Central System, was inaugurated. This is situated on the outskirts of Charlottetown, and under the supervision of J. A. Clark. First of all, the object has been to improve the seed grain of the Island, and, through co-operative efforts, to establish certain varieties which prove most prolific. Three different types of oats have been experimented with on ten different farms, over a period of five years. These were the Old Island Black, Ligowa and Banner. In four years' work the latter is leading, with a yield of 62 bushels per acre. Ligowa comes next with 54 bushels,