

being the grand old Mary Rooker 2nd, bred by Logan Bros., of Amherst. The same firm also won female championship on the splendid three-year-old cow, Jacoba Johanna. In three-year-old cows—1, Lee & Clarke; 2 and 3, Harding. The latter breeder had things pretty nearly his own way in two-year-olds and senior yearlings, also winning seconds and thirds in junior yearlings and calves, Lee & Clarke winning all the firsts in these classes. Lee & Clarke also showed up very strong in the herds, winning female-and-offspring herd, aged herd, and breeder's young herd, whilst bull aged herd, and three of his get went to Dickie & Sons.

Probably the most keenly-contested herd prize amongst dairy cattle was a special for the best pure-bred dairy herd, each to be judged by the type of their own breed, the herd consisting of one bull and eight females, from four to one year of age. W. F. Stephen, of Huntingdon, P. Q., who judged all the dairy breeds, was assisted in this special by three others, who unanimously placed the award on the Ayrshire herd owned by M. H. Parlee.

Beef Cattle.

Numerically, beef cattle were distinctly superior to the show of 1909. In Shorthorns, C. A. Archibald, of Truro, N. S., pulled out a splendid herd, the same winning over half the prizes, both championships, and all the herd prizes. R. A. Snowball, of Chatham, N. B., took the remainder of the premiums.

As usual, W. W. Black, of Amherst, had a splendid line of Herefords on exhibition, winning nearly

all the firsts, together with championships and herds. Wm. O'Brien showed some splendid individuals, and brought them out in equally good shape. Certainly, the Hereford exhibit is an improvement on that of former years, and, in fact, an improvement on animals exhibited at the Toronto National in 1910.

Many superior Devons were exhibited by E. G. Pinkney, C. G. Pinkney, and W. A. Pinkney, of Melbourne, N. S. These classes were well filled.

SHEEP.

We are sorry to note that the sheep industry, if the Halifax Fair is a criterion, is steadily and surely on the decline. Numerically, sheep were light, but all were exhibited in splendid fit.

The show of Cotswolds was slightly above the average, the greatest winning being made by H. W. Corning, of Chegoggin, N. S., closely followed by John Tweedie, Farncliffe, P. E. I., and H. H. Churchill, Chegoggin.

The exhibit of Leicesters and Lincolns was not up to the average, the only exhibitors being the Boswells, of Frankfort and Pownall, P. E. I.

In Shropshires, we missed Logan Bros., of Amherst Point, as well as John McDonald, of Shubenacadie, and other old exhibitors. All first prizes in this class went to G. L. Boswell, while Cephas Nunn, of Winslow Road, P. E. I., fought strongly for second.

Cephas Nunn also had a very fair showing of Southdowns, but the animals were distinctly out of condition. Baker Bros., of Barronsfield, won easily in the majority of classes.

These same breeders also won all the firsts in Oxford Downs, whilst Chas. Symes, of Minudie, N. S., secured seconds and thirds.

The latter was the only exhibitor of Cheviots, which, however, were of good quality and splendid type.

Cephas Nunn also exhibited a splendid flock of Hampshire Downs; whilst Dorset Horns were well represented by Emerson Servant, Yarmouth, N. S.; G. S. Boswell, P. E. I., and others.

SWINE.

Swine, also, were light numerically, but of good quality. The prominent exhibitors in their various classes were as follows: Peter Brodie, Little York, P. E. I., winning everything in Berkshires; C. J. Keillor, of Dartmouth, N. S., winning the majority of prizes in Yorkshires, also doing well in Chester Whites, in which latter class H. W. Corning, of Chegoggin, had a very superior exhibit. In Poland-Chinas, Chas. Symes, of Minudie, has a splendid exhibit, competing again with Baker Bros. for premium honors in Duroc-Jerseys.

In the specials for bacon hogs, Peter Brodie and C. J. Keillor divided premium honors. In short, the exhibit of swine represented too few breeders and far too few individuals for this most important industry in the Maritime Provinces.

Prof. G. E. Day, Guelph, placed awards on beef cattle, sheep and swine, with great satisfaction to all.

Twenty-thousand-dollar Farms in New Ontario.

Not Northern Ontario or New Ontario, but Greater Ontario, was the happy designation applied to that vast empire of resourceful territory lying beyond North Bay, by Frederick Dane, of the Temiskaming & Northern Ontario Railway Commission, addressing an audience at New Liskeard Fair, on Friday of last week. After a day of interviewing settlers, who had priced their 160-acre homesteads all the way from two thousand up to twenty thousand dollars, the party of journalists accompanying Mr. Dane could not but agree that this recently-discovered region is great in more ways than one.

The occasion was noteworthy. Thanks to the initiative of W. L. Smith, editor of the Weekly Sun, the executive efforts of Walter Jas. Brown, editor of the Weekly Globe, and the very willing co-operation of the T. & N. O. Railway Commission, a personally-conducted free excursion of agricultural journalists was arranged to visit New Ontario last week. The Commission's private car furnished very convenient headquarters for the party, being picked up by whatever train was coming along, and dropped wherever there was anything worth examining. In addition to the two papers mentioned, the Mail and Empire was represented by its agricultural editor, A. B. Cutting, and "The Farmer's Advocate" by W. D. Albright. Accompanying the party was J. Lockie Wilson, Superintendent of Agricultural and Horticultural Societies, while Deputy Minister of Agriculture C. C. James, and the President of the Ontario Vegetable-growers' Association, Thos. Delworth, met the car at Liskeard, and returned with it. As sources of information, we were particularly fortunate, having with us, besides Mr. Dane, Superintendent J. H. Black, and Geo. W. Lee, the General Agent. Every courtesy was shown the pressmen, and, incidentally, it is gratifying to record that all of them were strongly impressed with the evident loyalty of the officials of this Government railroad to the interest of the road and of the people it is designed to serve. This loyalty was generously attributed by the representatives present to the inspiration of the Chairman, J. L. Englehart.

A FIRST-CLASS PIONEER RAILROAD.

The Temiskaming & Northern Ontario Railway was commenced by the Ross Government, and continued by the Whitney Government to Cochrane, where it intersects the National Transcontinental, which is to form part of the Grand Trunk Pacific system. Its main line runs in a northerly direction from North Bay to Cochrane, 252 miles distant. Two short branches make a mileage of 262, constructed and equipped at a total cost of fifteen million dollars, or nearly \$93,000 a mile, including rolling stock. Built as a colonization road, it was the means of discovering the world-famous silver camp at Cobalt, the traffic of which made its operation profitable almost from the start. Latterly, the use of air pressure in the Cobalt mines, produced by water-power on the Montreal River, has greatly curtailed earnings by reducing the freightage of coal, and the passenger traffic to that region is also lighter than during the rush. While the traffic originating within the country served shows healthy development, and, while a great many more settlers have gone in this summer than of late years, the Commission are anxious to see the country cleared up more rapidly. They are also preparing to handle Grand Trunk Pacific traffic, and to this end have spent



Water Powers Like This Abound in New Ontario.

South branch of the Wabi River, where New Liskeard gets electric-light power.

about \$340,000 this season to better the road, so as to lessen transportation costs. Further expenditure on the North Bay end is probable, the object being to reduce some of the heavier grades. Taken all together, it is an excellent pioneer railroad, with good ballasting, serviceable rolling stock, and fine stations. The part from Englehart, north, is particularly good, there being sections as long as eighteen miles without a curve. A handsome \$28,000 brick station is in course of erection at Cochrane, to be used by the two roads. Truly, the T. & N. O. R. is a railroad of which the people of the Province should be proud. Its management indicates sagacity, efficiency and probity of a high order.

A COUNTRY OF TREMENDOUS RESOURCES.

The resources of this new Northland are marvellous. Those whose conceptions of New Ontario have been formed from the rough Laurentian region traversed by the C. P. R. can never believe till they see it the totally different character of the famous clay belt, extending from Liskeard, at the head of Lake Temiskaming, across the Height of Land (where it is interrupted by a belt of rocky country and a strip of light sand), northward to the muskeg surrounding James Bay, and westward across the broad districts of Nipissing, Sudbury, Algoma and Thunder Bay. Bureau of Industry returns give thirteen million acres as the area of land under cultivation in Old Ontario. In this tremendous clay belt there are estimated to be sixteen to twenty million acres of good level or rolling timbered land available for agriculture, and capable of growing most staple crops of the North temperate zone, save, perhaps, corn and a few of the more tender and late-maturing fruits and vegetables. Draining this fertile soil are splendid rivers, most of them flowing northwards to James Bay, while scattered across the country are many beautiful, sinuous lakes, usually narrow, but anywhere from one to eighty

or a hundred miles long. Uncounted waterfalls present marvellous possibilities in hydraulic power. Iron deposits on the Mattagami River, silver in Cobalt, only ten or twelve miles below Liskeard; wonderful gold fields in the Porcupine District, 30 miles west of Kelso, on the T. & N. O. R.; another gold camp at Larder Lake, 22 miles east of the railway; silver mines at Elk City, 18 miles from the choice agricultural section of Charlton; the greatest nickel mines in the world at Sudbury, on the C. P. R., a hundred miles or so south-west of Liskeard; immense forest resources, especially in pulpwood, with every probability of great wealth yet to be discovered, well justify the expectation, if, indeed, they have not already demonstrated a right to the title, "Greater Ontario." The climate is no more severe than that of Manitoba, with which it has rather the advantage in latitude, while the winds are not nearly so strong. The snowfall in winter is somewhat less than in Muskoka or Parry Sound, and, being light, has never yet caused any serious trouble on the T. & N. O. R. The skies are usually bright, the air clear and invigorating, summer frosts are apparently little or no more troublesome than in the early days of Grey, Huron and Bruce, and, with settlement, will decrease. Records at Englehart this summer showed no frosts between June 3rd and August 29th, when there was a slight touch, the mercury dropping to 30 degrees. Tomatoes planted here in July were ripe September 1st. Men who have travelled all over Canada declare this the greatest clover country they have ever seen. The only trouble with peas is that they sometimes grow too much straw. Potatoes, untouched by blight, with few bugs, and as yet scarcely any scab, yield well, and of a quality unequalled in Southern Ontario. The clay belt is confidently expected to supply Toronto with the tubers now coming in large quantities from New Brunswick. Fall wheat, sown under adverse conditions on the pioneer farm at Monteith, beyond the Height of Land, yielded about 30 bushels to the acre this summer, and many fields of it have been sown in the Liskeard section this fall. There is no longer room for doubt as to the agricultural and stock-raising possibilities of the clay belt. The country has been proved.

The Ontario Vegetable-growers' Association is investigating New Ontario as a source of supply for seed potatoes. Experiments at Ottawa having indicated that potatoes did better when the seed had been obtained from a moist, cool climate, the Vegetable-growers' Association sent ten bushels up north, to be grown on the Government Farm at Monteith. An estimated yield of 140 bags was being harvested, of fine-quality tubers. These are being sent to Guelph, and will thence be distributed for co-operative experiment in comparison with southern-grown seed.

Space forbids full recital in this issue of the data gathered on this trip, but a few words must be said about the Liskeard Fair. First of all, it is noted that the visit to the Fair was preceded by an eye-opening drive through the fine farming section about New Liskeard. A 40-mile drive may be taken from here, it is said, without going beyond the bounds of settlement, though one would never guess it riding along the railway. On a clear October forenoon, with the glistening surface of Lake Temiskaming to the south, and a beautiful wooded hill to the west, we drove through a farming district which, for perfection of natural