

Maritime Dairying Industries

Statistics Show Decline in Dairy Products and Serious Reduction in Dairy Farming--Less Dairy Cattle on Maritime Farms in 1915 than in 1901--Decline at a Period When Most Profitable--Maritime Farmers Ignoring Opportunities For Capturing Export Trade

One of the most neglected departments of agriculture in the Maritime Provinces has been the dairying industry. These provinces are particularly adapted to dairy production on a large scale, but instead of increasing, the production has actually been decreasing. The production of Ontario has been all the while growing, as has also that of the western provinces. Ontario and Quebec have captured the markets in cheese and butter, which might have been at least partially supplied by the Maritime Provinces.

That the dairy production of all Canada is still much below what it ought to be is demonstrated by the fact that the imports of such lines, especially butter, from New Zealand are still very large. Millions of dollars go into the pockets of New Zealand farmers for butter which they ship every year to Canada. The Maritime Provinces are several weeks closer to the big markets than New Zealand.

The cheese and butter production in all Canada has increased about fifty per cent since 1900, but the Maritime Provinces did not contribute to these increases.

New Brunswick had a cheese production from creameries and factories in 1910 valued at \$129,677, which was smaller than in 1900. The 1916 output showed very small increases and was also less than 1910. The butter production from creameries in New Brunswick was worth \$212,205 in 1910 and about \$215,000 in 1916. These totals were both smaller than in 1907 but were larger than in 1900.

Nova Scotia's cheese production from factories was worth \$29,977 in 1910 and about \$40,000 in 1916, both these years showing smaller productions than in 1900, when the total value was \$58,000. Nova Scotia's creamery butter production showed slight increases, going from a value of \$68,686 in 1900 to \$88,481 in 1910 and approximately \$100,000 in 1916. The increases in the values in both these provinces in 1916 was due rather to increased prices than to increased production.

Prince Edward Island showed small increases in the production. The cheese output from factories in 1910 in this province was a little over 3,293,000 pounds, which was an increase over 1907 but a decrease as compared with 1900. In values the cheese production from factories in Prince Edward Island reached \$156,478 in 1910 and about \$200,000 in 1916, these being increases over values of previous years.

The home-made butter and cheese production of the Maritime Provinces and the comparative increases or decreases in the three provinces are shown in the following tables:

HOME-MADE BUTTER.

Province	1810 lbs.	1890 lbs.	1900 lbs.	1910 lbs.
Prince Edward Island	\$1,688,690	\$1,969,213	\$1,398,112	\$2,309,691
Nova Scotia	7,465,285	9,011,118	9,060,742	10,978,911
New Brunswick	6,527,176	7,798,268	7,842,533	9,053,394

HOME-MADE CHEESE PRODUCTION.

Province	1880 lbs.	1890 lbs.	1900 lbs.	1910 lbs.
Prince Edward Island	196,273	123,708	9,422
Nova Scotia	501,655	589,363	199,250
New Brunswick	172,144	39,716	3,567

The startling revelations of these figures are the great reductions in the cheese output. In New Brunswick the cheese production fell from over 172,000 pounds in 1880 to less than 4,000 pounds in 1910. In Nova Scotia the cheese production dropped from 589,000 in 1890 to less than 200,000 pounds in 1910. In Prince Edward Island the cheese output fell from 123,000 pounds in 1890 to less than 10,000 pounds in 1910. There were slight increases in the butter production, but not enough to make up for the decreases in the cheese production. The value of the entire dairy output has not been such as to show progress in dairy farming in these provinces.

The lack of increases in the output is not surprising when the figures are shown for the live stock now owned in the Maritime Provinces. Milch cows are on the decrease in the three provinces and this decrease has been taking place at the most active period of Canada's agricultural development.

In 1915 there were about 7,000 less milch cows in Canada than there were in the previous year. In Prince Edward Island there were nearly 300 less; in Nova Scotia about 500 more and in New Brunswick about 1,000 less. In the western provinces there were more, about 1500 of the 7000 reduction for all Canada being in the Maritime Province. Since 1911 there have been decided reductions in the milch cows kept in the Maritime Provinces, as is shown in the following table:

Province	No. in 1911. Milch cows	No. in 1915. Milch Cows
Prince Edward Island	52,109	47,043
Nova Scotia	129,302	128,814
New Brunswick	108,532	101,665
	289,943	277,522

There were thus 12,421 less milch cows in the three Maritime Provinces in 1915 than there were in 1911, and this in spite of the fact that the prices of all dairy products have greatly increased and dairy farming is today one of the most profitable departments of agricultural industry.

The butter and cheese imports into Canada in 1915 were valued at \$1,900,000 in 1915 as compared with \$450,000 in 1911. Every year since 1911 the imports into Canada of butter have exceeded a value of \$1,000,000, these imports being chiefly from New Zealand and Australia.

Canada's butter exports in 1915 were valued at over \$639,000 and the cheese exports at over \$19,000,000. These cheese exports were almost entirely the production of dairy farmers in the provinces of Ontario and Quebec. The Upper Canadian provinces have been cultivating and expanding a foreign market for cheese, until today the exports from Canada of cheese are around \$20,000,000 annually. Under proper conditions a very large amount of this kind of export business should be done from the Maritime Provinces, because of the advantages of these provinces in proximity to the big European markets. It does not speak credit to the Maritime Provinces that while their cheese production is on the decline, millions of dollars worth of cheese are annually passing through the ports of Halifax and St. John for the foreign markets, which have been produced in Upper Canada.

The cheese and butter markets available to Canadian producers are very large. The three transcontinental railways gives Canadian shippers the choice of Pacific and Atlantic ocean markets. The inauguration of a connecting service between the two oceans via the Panama Canal by the Canadian Government still further enhances the transportation advantages of all producers.

While the Maritime Provinces are remaining stagnant in dairy production, the western provinces are increasing their output and unless the agriculturists of these provinces embrace the present opportunities for the export trade in dairy products, such opportunities will be taken up by the farmers of the western provinces. No more urgent need is apparent in the agricultural advancement of Canada than the need for a much larger production of dairy products in the Maritime Provinces. There is no long rail haul for dairy products produced in the Maritime Provinces, such a haul being shorter than is required for the products of Upper Canada and for the prairie provinces.

APPLE GROWING

By A. G. Turney, Provincial Horticulturist, recently with the Ontario Department of Agriculture.

New Brunswick's premier apple lands are to be found in the Lower St. John Valley between St. John and Fredericton, and are only from twenty to eighty miles by river transportation from St. John, the national winter port. The valley is one of great scenic beauty and fertility and is a great natural apple belt. To the man who desires to grow apples commercially, I do not know in all Canada of a country where the prospects and markets are better or the environment more ideal.

Were it not a regrettable fact, I should have believed it impossible that British Columbia of late years should have attracted so much capital and so many people from the Old Country fruit lands. Yet, in the face of the great geographical, social and natural advantages possessed by Nova Scotia, New Brunswick and Ontario, she has accomplished it. In the east we have a less rugged, more beautiful country; we are within a week's journey from the best market in the world, and the old home of our immigrants. We do not have to resort to artificial methods such as irrigation and frost fighting appliances, and our apples are better favored.

There is only one explanation. British Columbia is awake and the east is asleep. The signs of the times are, however, not without hope—the east stirs uneasily in its sleep—presently it will rub its eyes—and then let us hope that it will open one and with just one eye open and its great natural advantages, British Columbia, wide awake as it is, will have to look on. To my mind British Columbia with its lands already at fancy prices, with its higher cost of production and enormous transportation expense, can never seriously compete with the Maritime Provinces on the European market, if we exert ourselves at all. Now is the time for the Province of New Brunswick and Nova Scotia, each keeping to the production of varieties for which they are best adapted, between them to take a large and commanding place in the supplying of the European apple market from September to May of every year.

It is a matter of great satisfaction to be able to say that companies to develop our fruit lands are already being organized and will soon be in active operation, and I am confidently expectant that the development of fruit growing in the St. John Valley will be the most remarkable feature in the next ten years of Canadian horticulture.—From the Canadian Horticulturist, July, 1911.

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