

the teachers and the farmers' sons. Besides conducting his classes at Truro the professor devotes a portion of his time to lecturing in such parts of the province as desire his services. The school, although in its infancy, is already a success and is doing much to stimulate and elevate the pursuit of agriculture. We look forward to an early expansion of this important work. The industry of our orchardists has been fostered, and the excellence of our fruit brought to the notice of the purchasing public of the old world. Liberal bonuses have been given for the importation of improved stock. The services of a competent veterinary surgeon were secured. In these and other matters the government have given the best evidence of their desire to encourage the great industry of agriculture.

RAILWAYS.

The railways of the province have necessarily occupied much of the attention of the government. The late government entered into a contract, which was ratified by the legislature, for the consolidation of most of the railways and the construction of certain new lines. The Liberal government, recognizing the contract as one of the obligations of the province, were ready to carry it out. But the other parties to the contract were unable to perform their part, and consequently the scheme failed. The government purchased the Eastern Extension and Pictou Branch, and, despite the obstruction and unfairness experienced in dealing with the government at Ottawa, succeeded in turning the purchase to good account by securing the consolidation of the line to the Strait of Canso with the Intercolonial railway. In introducing the subject to the legislature in the session of 1884, his honor the lieutenant-governor was advised in the speech from the throne to say that "the amalgamation of the line to the Strait of Canso with the Intercolonial railway materially strengthens the position and claims of those who desired to secure an extension of the railway system into the island of Cape Breton." History has already justified the statement and vindicated the policy of the local government in that important transaction.

The Nictaux and Atlantic railway has been liberally dealt with by the government and every encouragement given to the company to complete its undertaking. Work was resumed, the debts of former contractor paid, and considerable progress made. Of

late but little has been done by the company, but I am assured that under the extension of time provided for at the recent session, vigorous work will be resumed at an early day. Aid was given to the Western Counties road, which but for this would have been closed, and the money granted was most carefully expended, resulting in substantial improvement in the condition of the line.

THE RAILWAY ACT OF 1886.

After many months of negotiations with railway companies and other capitalists the government were able to present to the legislature a comprehensive scheme for the completion of the Western Counties railway and the consolidation of the lines between Halifax and Yarmouth. If the Dominion government perform their part of the arrangement in relation to the Windsor branch, the running powers from Windsor junction into Halifax, &c., we believe this scheme will at an early day be carried out. The government have to assume certain obligations to accomplish their purpose, but the interests of the province are so well guarded and protected by cash deposits, by the earnings of the road and by general control of the undertaking, that there is practically little or no risk, and it is confidently believed that the arrangement can be carried out without costing the province anything.

A general provision has been made whereby the government may in their discretion grant aid to the extent of \$3,200 per mile and 2,000 acres of crown land per mile to any company building a new railway. This provision is well guarded, so that while it will be a valuable aid to any bona fide company, having a Dominion subsidy and other resources, it cannot be touched by speculative companies, with no substantial means.

CAPE BRETON.

In addition to these measures the government recognized the claims of Cape Breton by granting \$256,000 for railways in that island, either as a subsidy to a company for a through line from the Strait of Canso to Sydney or Louisburg, or for such sections of the line as by connection with the waters of the Bras d'Or Lake would afford improved means of communication between the mainland and the principal places in the island. These proposals were so manifestly fair to Cape Breton that they were received with