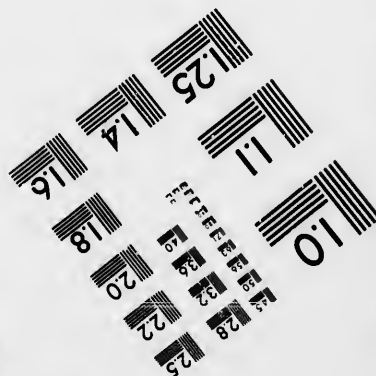
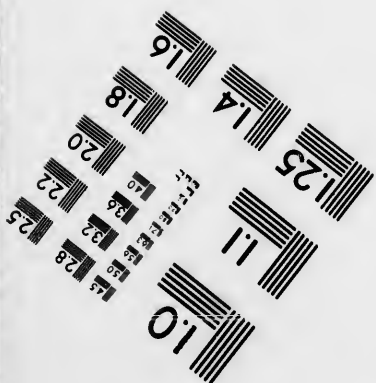
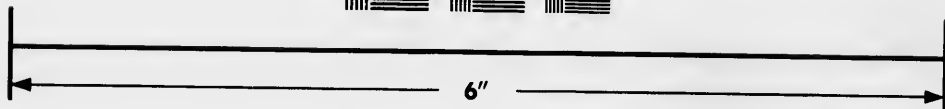
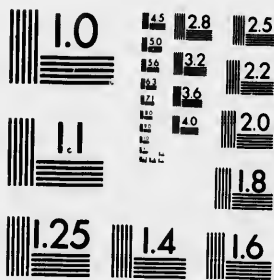


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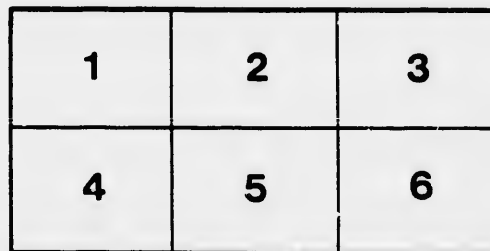
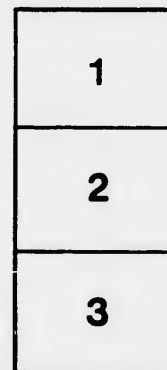
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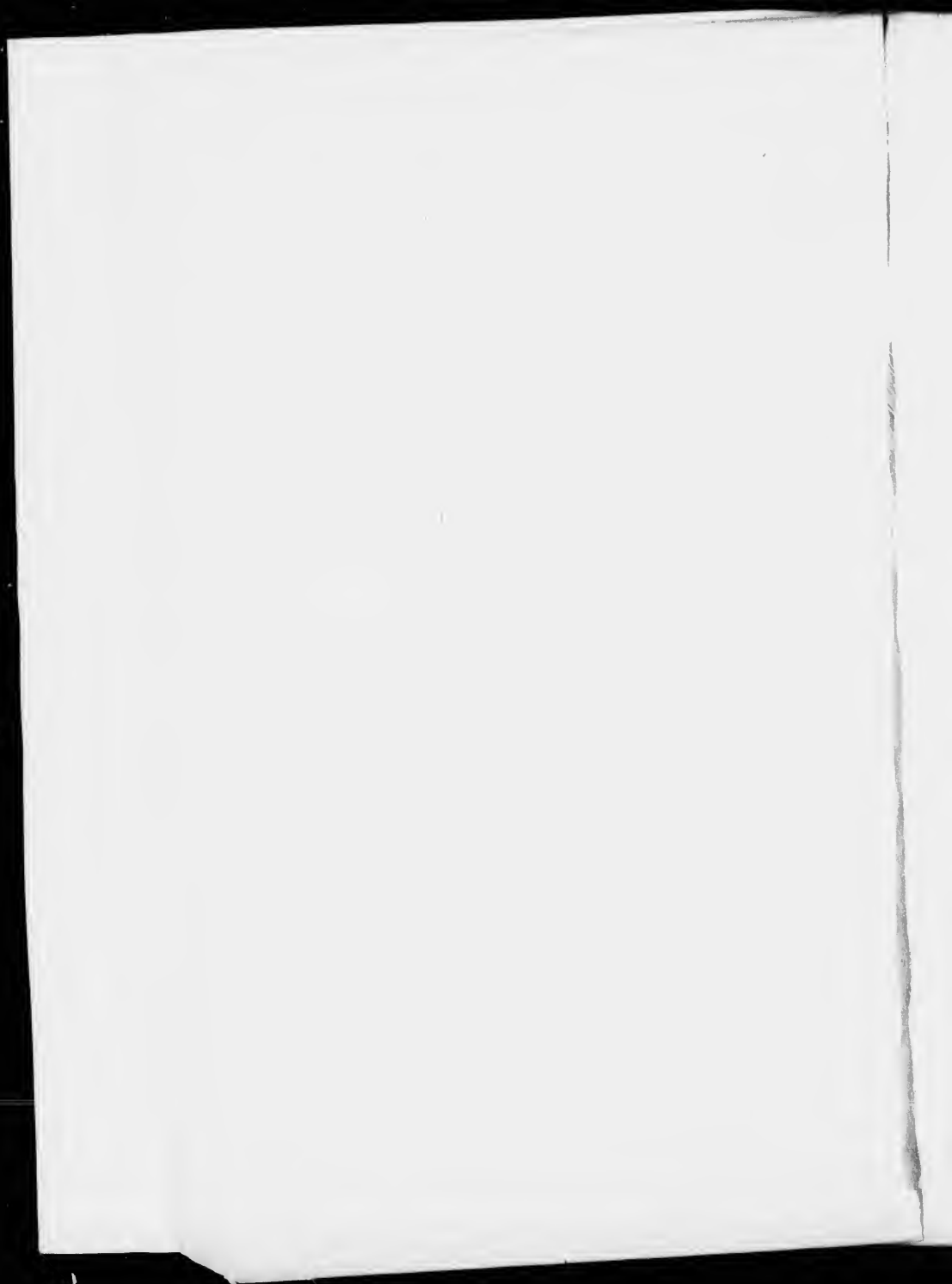


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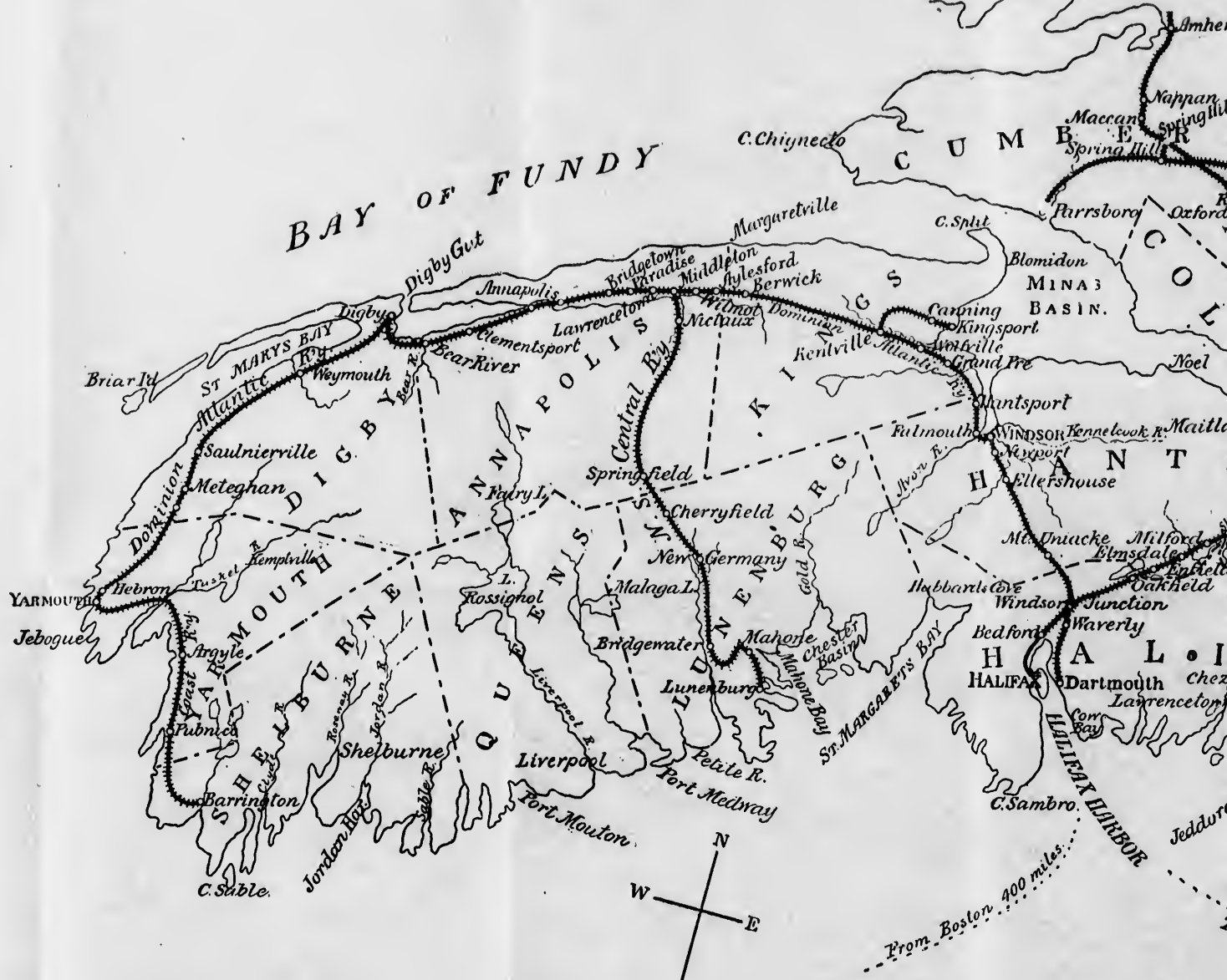


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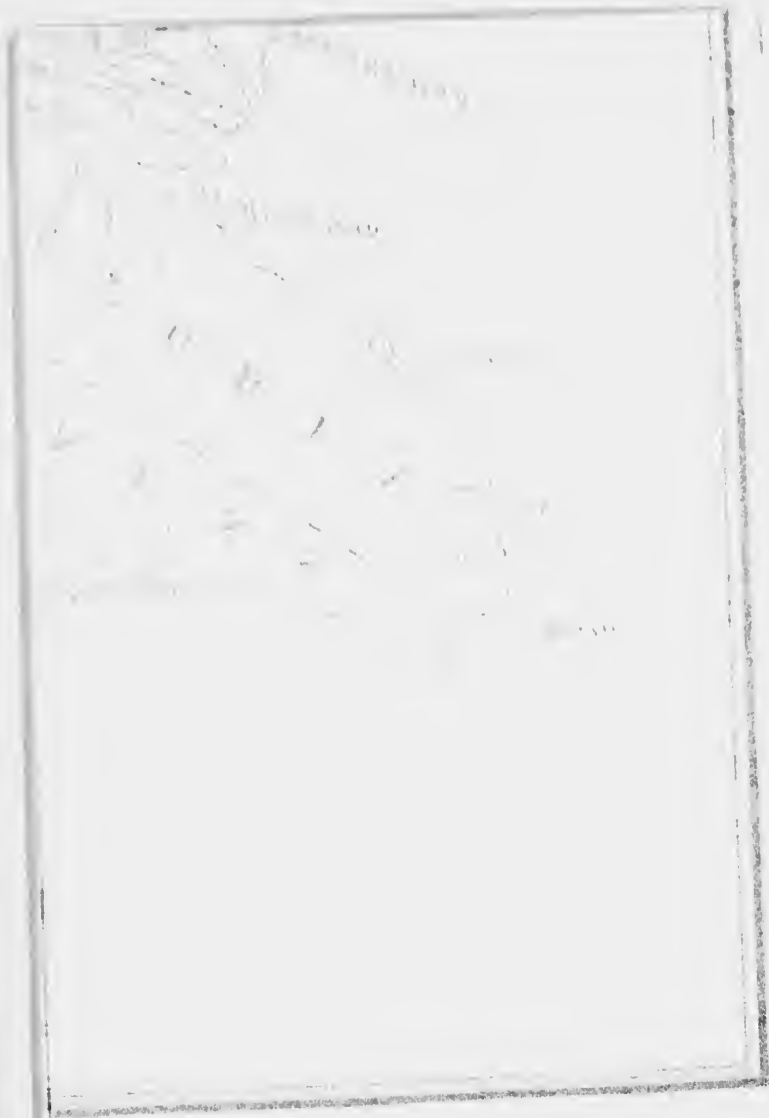


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AGRICULTURAL SURVEY
OTTAWA
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CANADA
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Its Agricultural Resources.

BY

B. W. CHIPMAN,

Secretary for Agriculture,

Nova Scotia.



HALIFAX, N. S.

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OFFICE FOR AGRICULTURE,

HALIFAX, N. S., Oct. 10th, 1898.

SIR,—

I have the honor to submit a pamphlet which I have prepared for the information of Agricultural emigrants who may be induced to look to Nova Scotia as a field for their labors, believing that this Province offers many inducements for settlers of that class.

I have the honor to be Sir,

Your most obedient servant,

B. W. CHIPMAN,

Secretary for Agriculture.

TO HON. GEORGE H. MURRAY,

Premier and Provincial Secretary.

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INTRODUCTION.

From many enquiries from Great Britain, as well as other countries, I have felt the want of a sketch in pamphlet form of the Agricultural portions of Nova Scotia. Dr. Gilpin, Deputy Commissioner of Mines, having issued one, giving a full and clear report upon our Mines, I had hoped that some one having the time and means to go into every county and gather the facts, might take up the matter of our Agricultural resources. Meantime, in the absence of this much needed work, I will undertake to give some facts gathered by observation and enquiries, as I have travelled over the whole of Nova Scotia. Not expecting to write on this subject at the time, I took no notes, and will speak entirely from memory, from information gained of our needs and prospects, and I am strong in the belief that Nova Scotia has as great resources of wealth as any other Province of the Dominion.

If we pass over our Mines, especially Coal and Gold, our Fisheries and our Forests, as an Agricultural Province we can offer inducements to intending settlers second to none. The great fruit valley from Windsor to Annapolis, upwards of eighty miles long, and an average of about six miles wide, is not surpassed for apples, plums, pears, and the

usual small fruits on this continent, and yet well adapted for mixed farming, especially dairying. The other portions of the Province that I shall briefly describe, while more especially suited for mixed farming, such as grain, roots, sheep raising and beef, being so well watered and with such excellent grazing, should be one of the best portions of the Dominion for producing butter and cheese of the finest quality. Even in the counties outside of what is called the fruit belt, sufficient can be raised for local use, and Yarmouth, North Queens and Lunenburg are fast growing for export.

I find by comparing the products of our experimental farm at Nappan, with those of the other Provinces in Canada, that those of Nova Scotia are well up in the average with all important crops.

I have long thought and am more than ever convinced that we can offer most excellent inducements for a good class of English, Scotch, Irish, or German farmers with a small capital of, say from two hundred to two thousand pounds sterling, to settle in Nova Scotia. I may be asked, if you have a land so productive and flowing with milk and honey, why are farms so cheap and in some parts of the province vacant? Let me answer this by giving the following reasons.

Many of the young people of this Province as long as forty years ago began to go to the United States at a time when work on the farm was little better than drudgery, farm implements being of the crudest kind, before the days of improved farm implements and easy facilities for reaching markets. The number continued to increase in after years as the tendency in all countries is to go west; the young men of all the eastern States as well as the eastern Provinces of Canada have been going further west up to a recent date, many doing well and very many more not as well as those at

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home, as we never hear of the great number of unfortunate ones. The old settlers, especially in the eastern and shore counties, making an easy living by doing some fishing, lumbering and some work in mines, have not paid that attention to agriculture required at the present time to make it a success, hence many of the best farms have been allowed to run down, cropped out and worn out, until the production has ceased to be a profit, some vacant, others occupied by the husband and wife only, the young people having left. Who can wonder that prices of such farms are so very low? From my own personal experience I have found, wherever modern principles have been applied, those same farms have been brought up to producing large crops with almost wonderful rapidity.

Another reason for young men leaving home many years ago, was the strong determination of our forefathers not to sub-divide the farms, hence we have many farms of 200 acres, with not more than 20 to 50 acres under cultivation.

In this brief paper I shall endeavor to give without exaggeration the facts I have gathered from observation, and only ask intending immigrants to Canada or the United States to call at Halifax, spend a few days and a few dollars in looking over some portions of the Province which I purpose describing, and I confidently hope that some at least will be induced to make a home in Nova Scotia.

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An Outline of the General Features of the Province of Nova Scotia.

Nova Scotia is the most easterly Province of the Dominion of Canada, consisting of the peninsula of Nova Scotia proper, and the island of Cape Breton, which is separated from the mainland by the Strait of Canso. It lies between $43^{\circ} 25'$ and 47° N. lat, and $59^{\circ}, 40'$, and $66^{\circ}, 25'$ W. lon. Its extreme length is 350 miles, and its breadth varies from 50 to 100 miles. Its total area is 20,907 square miles. The peninsula is joined to New Brunswick by an isthmus, thirteen miles wide. The coast waters of Nova Scotia are, the Gulf of St. Lawrence on the north, the Atlantic on the north-east, east and south, and the Bay of Fundy on the west.

The Province is intersected by chains of lofty hills, and is indented with deep bays and noble harbors along its coast. On the south eastern or Atlantic there are twelve, capable of affording shelter to the largest ships, while every few miles along the shore are smaller harbors, easy of access, forming an admirable shelter for the hundreds of fishing vessels, which ply their calling for the greater part of the year. The shore is studded with small islands. The interior is covered with a network of lakes which find their outlet in numerous minor rivers, most of which are navigable for small vessels for from 5 to 12 miles. The chief rivers are the Shubenacadie, Avon,

Annapolis, LaHave, Musquodoboit and St. Mary's. The surface is mostly hilly, but the highest elevation is only 1,200 feet.

The climate of Nova Scotia is remarkably temperate, being greatly affected by the ocean currents that surround it. The extremes of temperature are not so great along the coast as further inland, where it is subject to a larger range. Along the coast the mercury rarely falls to zero, but occasionally it falls 10° below; in summer it rises to 90° . For Nova Scotia the mean temperature of summer is 61° , of winter 23° . The average mean annual temperature is about 42° . Winter weather lasts generally from December to March. The Spring is usually backward, but vegetation is very rapid. From May to November the weather is very pleasant and healthful. In late years, since the salubrity of our summer climate, and the charm, beauty and picturesqueness of Nova Scotia scenery have become more fully known, it has become a great resort for summer tourists from the heated and overcrowded cities of the United States, who flock to the Province by thousands to recuperate their exhausted powers amidst scenes which appeal to the lover of nature, in the varied forms of beauty in which she is here arrayed, and breathing a pure and healthful atmosphere, tempered with the ocean breezes. That the climate of Nova Scotia is conducive to health and longevity, is attested to by the robust vigor of the population, and the number of people of both sexes seventy, eighty, ninety and, now and then, a hundred years of age to be found in almost every community.

Nova Scotia is noted for the extent and variety of its natural resources. Its fisheries are among the best in the world, the annual value of the exports of this article averaging seven or eight million dollars. In the island of Cape Breton and in the counties of Cumberland and Pictou are vast coal measures. The annual output of coal is steadily increasing, that of last

year being over two and a quarter millions of tons. Gold deposits are found in almost every county of the Province, the yield of the past year being more than half a million dollars in value. Besides coal and gold Nova Scotia has large deposits of iron ore of the finest quality, copper, lead, manganese, limestone, marble, gypsum, freestone. The lumber interests of the Province are also extensive and valuable. In addition to all these valuable and varied resources, and before them in intrinsic value, is the great primal industry of Agriculture, to which this pamphlet is intended more particularly to direct attention of intending emigrants, and which can be conducted here with as reasonably profitable results and under as agreeable circumstances and associations as in any portion of the earth's surface.

The dikelands around the Bay of Fundy are admirably adapted for the growth of hay. The intervale lands all over the Province are rich and productive. The upland is of varying degrees of fertility. Wheat, rye, buckwheat, beans, peas, indian corn, together with almost every variety of roots and vegetables, are produced abundantly. Apples, pears, plums and cherries and all the small fruits of temperate climates are largely cultivated. The wildwoods, barrens, and pastures are full of strawberries, raspberries, blackberries, blueberries, whortle berries and cranberries. Cranberries have recently become an important article of profitable cultivation, not only for home consumption, but for export, in sections of bog land which is valueless for any other purpose. Away from the sea grapes ripen in the open air, and in the world famed fruit region of the Cornwallis and Annapolis Valley, where the apple crop now reaches the vicinity of a million barrels annually, and is destined in the lapse of a decade or so to reach ten or twenty millions, pears and even peaches are successfully cultivated. Great attention is now given to the cultivation

of fruit, the Government having established a School of Horticulture at Wolfville, and for some few years past considerable quantities have been shipped to the English market. In 1891, the last census year, the farm products included 165,186 bushels of wheat, 227,530 of barley, 1,559,802 of oats, 5,113,612 of potatoes, 63,291 tons of hay, 1,051,592 bushels of apples, 9,004,118 pounds of butter, 589,363 pounds of cheese and 1,072,234 pounds of wool. Since that date the production of butter and cheese was largely increased under the stimulus of a Provincial bonus of \$400 for the establishment of creameries and cheese factories, under certain conditions. Nova Scotia is destined to take a high rank among the dairy countries of the world, as the natural conditions are pre-eminently favorable to the proper maintenance of the best dairy breeds of cattle. Jerseys, Guernseys and Ayreshires thrive admirably in Nova Scotia, as several fine herds and many individual specimens in the Province amply attest.

The population of Nova Scotia at the last census, 1891, was 450,396. It is now probably half a million. The population of the following principal towns was then given as follows: Halifax, the provincial Capital, 38,495; Dartmouth, lying across the harbor from Halifax, 4,576; Truro, 5,102; Yarmouth, 6,089; Springhill, 4,813; Amherst, 3,781; New Glasgow, 3,776; Pictou, 2,998; North Sydney, 2,552; Sydney, 2,000; Windsor, 2,838; Liverpool, 2,465. Probably all of these will contain 10 per cent. more at the present time, except Windsor, which was almost totally destroyed by fire last year, but is now largely rebuilt with fine buildings, and the work is still progressing.

The eastern counties of the Province proper and the island of Cape Breton were originally settled almost exclusively by Scotch, and the central and western counties by English,

Scotch, Irish, American Loyalists, and Canadian French in Digby and Yarmouth counties.

The census of 1891 gave the religious classification of the Province as follows: Roman Catholics, 122,452; Presbyterians 108,520; Baptists, 83,122; Church of England, 64,410; Methodist, 54,152; Lutheran, 5,882; Congregational, 3,000.

The man who thinks of emigrating to Nova Scotia to better his fortunes, must divest himself of the too common notion in the Old Country, that he will be among an uncouth and semi-civilized people, and that he will have to undergo the hardship of isolation from the comforts of civilization and christianity. Here he will find a country and a population far advanced, and keeping step with the march of progress in this rapidly moving age. Every community has its church and its school, and as small settlements expand in population, all other things are added that go to make up the measure of social and business life. Railway lines intersect the Province, most of the towns are illuminated with the electric light, almost every village has telephone connection with other villages and the capital at Halifax. Every Sunday the message of Christianity is preached from thousands of pulpits, and all the other accessories of religious life and work are kept up incessantly by the representatives of all the sub-divisions of the Christian family.

Education is not neglected. Each of the eighteen counties has a High School or Academy. There is a Provincial Normal School at Truro. There are also six colleges: Dalhousie College and University at Halifax, which is non-denominational; Kings Collège and University at Windsor, Episcopal; Acadia College at Wolfville, Baptist; St. Francis Xavier, Antigonish, Roman Catholic; St. Anne, Digby, Roman Catholic, and a Presbyterian Theological College at Halifax. There are

also at Halifax a School for the Blind and an institution for the Deaf and Dumb.

But the crowning glory of Nova Scotia from an educational standpoint is her admirable system of free public schools; where the poorest of her children are assured a thorough elementary education fitting them for the battle of life, and upon which they may improve themselves in accordance with their natural gifts, ambitions and industry. Last year there were 2,346 of these schools open in the province, with a staff of 2,485 teachers; the pupils in attendance numbered 100,847. The emigrant from the motherland who sets his foot upon the shores of Nova Scotia with the intention of settling can be sure of one thing, and that is that no matter what else betides, his children can share the blessings of a free and first class common school education.

Sketch of the Province of Nova Scotia from an Agricultural Standpoint.

Having in the preceding pages given a general outline of the geographical position, physical features, general resources, population, educational and social advantages of Nova Scotia, I purpose, with the aid of the map enclosed in this pamphlet, to give a bird's eye view of the agricultural progress and capabilities of the Province east and west, making Halifax, the provincial capital, the starting point, and following the lines of railway which radiate from it. One of these, the Intercolonial, pretty well covers the central and eastern counties of the Province, and the other one, the Dominion Atlantic, with its connections, covers the larger portion of the western counties. They both use a common line as far as Windsor Junction, fourteen miles from the city, and then radiate east and west respectively. Following the Intercolonial we find the country rocky, barren and unproductive, but exceedingly picturesque through the lake region, until we reach Oakfield, where the soil begins to show evidence of being productive.

At Enfield, 28 miles from Halifax, the farms are all well adapted for raising hay, grain and all sorts of roots and vegetables. Two miles further on Elmsdale is reached, a village of about two hundred inhabitants. Here the extent of farm lands widens, running west into the fertile county of Hants

and east in a good farming region in Halifax county. The land is uniformly good; farms range in size from 75 to 200 acres, with comfortable buildings, and in value from \$1,000 to \$4,000.

Milford, six miles further on, is a small village with a population of 175 inhabitants. This is about the head of the tide-waters of the Shubenacadie river, a sinuous stream which has its start in the Grand Lake and empties its waters in Cobequid Bay. It is enriched by the tidal waters of the bay, which bring up a rich deposit, periodically overflowing the land and keeping it in a permanent state of fertility. The dike-lands on this river are as rich as any land in the world, as are all the lands in Nova Scotia drawing their fertility from the same source. No artificial or other fertilizers are ever used or needed in these lands, the natural conditions making them practicably inexhaustible. At Milford there are several fine farms. Excellent upland farms extend east and west into Halifax and Hants Counties respectively. The land is of a naturally good quality, and is susceptible of a high state of cultivation. It can be purchased at a moderate price. Crossing over the Shubenacadie river at this point and going east two or three miles, Gay's River is reached, a fine settlement of thrifty farmers. Gay's River district embraces lake Egmont, a small lake which constitutes its source, Antrim Settlement and Dutch Settlement. All this region possesses good, cultivable lands, and on the margins of lake Egmont, and this river and small tributary streams are fine intervale lands. Farms and lands can be bought in this section at very reasonable rates. The land is admirably adapted for the grazing of sheep and cattle. Continuing east we strike the rich and fertile region of the Musquodoboit Valley, a very fertile belt of land following the course of the river for several miles. This region embraces the Lower, Middle and Upper Settlements, the Taylor

Settlement and Meagher's Grant. The land in all this section of country is of high class quality, and mostly kept in a fine state of cultivation, though in many instances there is marked room for improvement. There are few more thrifty and attractive agricultural communities in Nova Scotia than the Middle Settlement of Musquodoboit. A railway is projected and route surveyed through this fine section of country, which when built, as it doubtless shortly will be, will greatly enhance the profits of farming in this region. Farm lands and properties can now be bought at prices ranging from \$1,000 to \$8,000.

Coming back to the Intercolonial Railway at Shubenacadie, four miles east of Milford, we strike a flourishing and prosperous village of 350 inhabitants, having all modern conveniences, including electric light.

It is situated in the midst of a splendid agricultural district, embracing hundreds of acres of rich dike marsh and fine uplands. The farmers here are mostly engaged in supplying milk for the Halifax market, the abundance of fodder enabling them to keep fine herds of milk cows. Hay is produced here in large quantities, and grains, and all sorts of roots and vegetables grow and mature abundantly. Farms can be bought here for from \$2,000 to \$10,000. There are several adjoining settlements well adapted for farming, nearly all upland, and much of it well wooded. Farms and lands in these outlying districts may be had at moderate prices, which with intelligent cultivation could soon be brought up to first class condition.

The next station is Stewiacke, in Colchester county, a thrifty and growing village, with a population of 250. It has a foundry and a large steam saw mill, the latter of which gives employment to a large number of men. The dike land here is of the same quality as at Shubenacadie. The village is on the river of the same name, and the tide flows up three or four miles

above the station. The river drains a large and fertile region of country, possessing the same characteristics as the Musquodoboit Valley. The Stewiacke Valley, about 30 miles in length, is a rich and beautiful section of country, and contains many prosperous and well cultivated farms. The different settlements, Upper, Middle and Lower, Pembroke, Springside, Eastville, and Otter Brook, have all the accessories of advanced agricultural communities. Upper Stewiacke maintains a creamery. A railway is projected, and will probably be in operation in this Valley in a few years, which will greatly enhance the value of farms. They can now be bought at prices ranging from \$1,000 to \$5,000.

After leaving Stewiacke, Brookfield is the next station of agricultural importance on the line of the Intercolonial.

It is a community of some 200 inhabitants, and is a very fine farming section of Colchester, possessing a large acreage of fine bottom lands, and uplands of excellent quality. It is well adapted for dairying, and has a cheese and butter factory, which has been operated for some years with encouraging success. The hay grown on its broad acres is of excellent quality, and all kinds of grains, roots and vegetables grow well. The hills by which it is surrounded form excellent grazing and pasturage for both cattle and sheep. It is only eight miles from Truro, the shire town of the county, and one of the most prosperous and progressive towns of the Province.

Truro is situated in the heart of the fine agricultural County of Colchester, at the head of Cobequid, is an important railway centre, and possesses foundries, carriage factories, a hat factory, a peg factory, furniture factories, and several smaller manufacturing industries, and also the largest milk condensing factory in the

Dominion. It is an educational centre, being the seat of the Provincial Normal School, where the great bulk of the teachers of the common schools of this Province, and a great proportion of the teachers of the other Maritime Provinces, receive their training. The Provincial Government maintains a farm quite near to the town, in connection with a School of Agriculture, where young men are fitted for practical and scientific farming without any tuition fees. Truro has a population of about 6,000, and affords a ready market for farmers within its radius. It is surrounded on three sides by magnificent farm lands, the most of which has been brought to a high state of cultivation.

It is on the Salmon River, which empties its waters into Cobequid Bay, the tides from which have formed the rich dike lands containing many hundreds of acres which lie along its banks. The districts of Upper and Lower Onslow, and Fort Belcher and Clifton, all of which may fairly be called outlying portions of Truro, are all illustrations of prosperous husbandry carried on under the most favorable conditions. The places named lie to the west and south of Truro. Their broad dike lands and marshes are most prolific in the production of hay, and of hay of the very best quality. As before mentioned, these dike lands never require any artificial fertilizers, and produce a most luxurious growth from generation to generation, without exhibiting any signs of exhaustion. To the north and east lie the North River and the Salmon River districts, both of them fine agricultural districts. The farmers in all these sections are thrifty and prosperous, and have comfortable homes, big barns and out-buildings for stock, etc. Prices range from \$2,000 to \$10,000.

Following down the western shore of the Cobequid Bay from Truro, we find an excellent farming country for many miles, where rich dike lands and undulating upland and hills

abound. First, Masstown, a good agricultural district; next, Folly Village; then, Great Village. All this region presents a splendid field for raising stock for either beef or dairy purposes, while farming can be and is conducted with a degree of success fully equal to the efforts put forth. Masstown has a population of 150; Folly, of 400; and Great Village, 600. Below Great Village are Economy and Five Islands, both good agricultural districts, but where a good many of the inhabitants lead a mixed life of farming, and fishing in the Bay. Farm prices, \$1,000 to \$3,000.

Three or four miles northeast of Great Village lies Acadia Mines, the seat of a large iron industry, with a population of 1,800, and thus affording a good local market for the surrounding country. Not far from Acadia Mines, on the borderlands of Colchester and Cumberland Counties, chiefly in Cumberland, are the Westchester Mountains, where there is an immense section of grazing lands, capable of maintaining many thousands of sheep. It is a magnificent forest region, as well, and these lands can be bought very cheaply.

Lying to the north of Truro are Earltown, New Annan, Waugh's River, Tatamagouche, and Brule. Tatamagouche is a village on the Northumberland Straits, which separate this Province from Prince Edward Island, and is in the midst of a fine agricultural section, famous for its hay, grains and capital grazing lands. Waugh's River possesses many good farms, as does Earltown and New Annan. Apples and plums are successfully cultivated in this region of Colchester. This is what is called the northern section of the county, and embraces an area of many thousands of acres, large portions of which only wait the hand of industry to make it blossom as the rose. Where the land is occupied and tilled the people are thrifty and prosperous, with good dwelling-houses and out-

houses. In all the districts named there are stores and churches, and excellent common schools. Farms range in prices from \$1,000 to \$5,000. Farm and forest lands, without buildings, may be bought at exceedingly low prices.

Again coming back to Truro and following the line of the Intercolonial as it proceeds into Cumberland County, after passing Belmont, Debert, East Mines, Londonderry and Folly stations, all of which are in Colchester County, we will pass all intermediate stations in Cumberland until we reach Amherst, the chief town of that great agricultural County, and near the border line between this Province and New Brunswick. Amherst has a population of 3,981. It contains foundries, machine shops, car works, boiler and engine works, a boot and shoe factory, and other factories, giving employment to a large number of people, and furnishing a good local market. Amherst lies in the midst of a splendid agricultural district, having vast stretches of dike marsh land embracing thousands of acres. The districts of Nappan and Maccan, lying four and eight miles, respectively, east of Amherst, are made up largely of these prolific and exhaustless dikelands, and the adjoining uplands are of a very rich quality. At Nappan is situated the Dominion Experimental Farm for the Maritime Provinces, where tests are made of roots, vegetables, fruits, grains, stock, etc., best adapted for our soil and climate. The Maccan River, west of Amherst, eight miles, is bordered by dike lands of great value, and proceeding westerly we strike River Hibbert, also a dikeland region of considerable extent. A few miles further west is the Minudie river, with the "Elysian Field," as the great dike of Minudie has been called. The Maccan, the Hibbert, and the Minudie rivers all empty their waters in the Bay of Fundy, from whose rich tides they draw the fertilizing element which makes the lands on their margins of

such exhaustless quality. The sections enriched by these streams are all thickly settled and prosperous farming communities. From Minudie, going westerly, we reach Southampton, West Brook and Half Way River, and thence to Parrsboro, a town of 1,900 inhabitants, about thirty-six miles distant from Amherst. The country along this route is dotted with excellent farms, good buildings, and supports a thrifty population generally. Farms range in value from \$2,000 to \$10,000.

Following the shore from Parrsboro, through Diligent River, Spencer's Island to Advocate Harbor, we pass through a section of country, forty miles in extent, somewhat hilly, but containing a great deal of good farm land and a large quantity of excellent timber land. In the days of wooden ships a great many vessels were built along this shore.

Pugwash is an important town of Cumberland County, about thirty miles from Amherst, following the line of the post road, which carries one through the thriving agricultural settlements of Shininicas and River Philip. This is all a good farming country, mostly upland, with good interval lands along the margins of the streams, comfortable farm houses and outbuildings, and prices ranging from \$1,000 to \$3,000.

Following the Amherst Shore to Pugwash, we take in the settlements of Tidnish, Northport, and Linden, a distance of about forty-five miles, thickly settled with good farms all along the route.

Pugwash has a population of 700. For many years it has been noted for the shipment of immense quantities of deals to the Old Country, and it still continues to do so. A large

amount of business is transacted in this town. It is surrounded by admirable farms, which cut vast quantities of hay and carry a considerable quantity of stock. The River Philip runs into the harbor at Pugwash.

Continuing along the Gulf Shore for ten miles, Wallace is reached, another important shipping place, noted for its extensive freestone quarries, and surrounded by splendid farm lands. Passing Wallace and continuing along the shore, through a fertile and productive country, Tatamagouche is reached, before mentioned in our brief sketch of Colchester County.

I may here add that a branch of the Intercolonial, called the Short Line, shoots off at Oxford Junction, crosses through a fairly well settled section of Cumberland County to Pugwash, on to Wallace, Tatamagouche and Brule, and thence to River John, in Pictou County, and on to Pictou, the chief town of that County, about twenty miles from River John. River John is a pretty village, where formerly an extensive ship-building business was carried on. When, owing to the introduction of iron ships, the business of building wooden ships declined here as elsewhere in Nova Scotia, the people of this section of the country turned their attention to farming and to lobster fishing. The farm lands in this section are good, and with proper tillage could be brought into excellent condition, but, as the people have never made a special business of agriculture, farms with comfortable and useful buildings may be purchased at very low prices. Pictou town contains a population of 3,000. It is a town of considerable wealth, and is a shipping place of importance, having daily steamship connection with Prince Edward Island and other Maritime Province ports.

A few miles from Pictou lies the lively and bustling town of New Glasgow, being the principal trade centre of the county. New Glasgow had a population in 1891 of 3,776. It has grown considerably since that date. Within a radius of eight miles of New Glasgow are the thriving towns of Ferrona and Hopewell, Stellarton, Westville, Trenton and Thorburn, the combined populations of which reach about 10,000. These towns have been largely built up through the coal and iron mines and the steel industries which have grown out of the production of the mines. They furnish, in conjunction with New Glasgow, a capital local market for the farmers of the county. Pictou County has long been an important seat of the great coal mining industry of the province. The production of iron is a later growth. Of the country generally as an agricultural field it may be said to take high rank. It is intersected in every direction with rivers and streams, along the margins of which are fine interval lands. It is filled with hills and valleys, the soil of which is generally fertile and much of it very productive. It is admirably adapted for grazing, and is capable of keeping immense flocks of sheep. The population is distinguished for thrift and intelligence, and the county is dotted all over with comfortable homes and good farms. It is a large county, and much of it remains still open for settlement. It is quite capable of sustaining in comfort three or four times its present population. Prices of farms, with good buildings, range from \$1,500 to \$8,000, according to size, quality and location.

From New Glasgow, following the Eastern Branch of the Intercolonial Railway, and passing through a section of fine farming lands and more or less prosperous districts the beautiful town of Antigonish is reached, a town of 3,000 population, and the shire town of the county of the same

name. Antigonish is a fine agricultural county, but the inhabitants—a considerable section of it lying on the sea—combine fishing with farming as a regular employment. Antigonish has a splendid acreage of good uplands, and stretches of magnificent intervals. It is one of the best grazing counties in the province, and is capable of producing large numbers of cattle and sheep. It is noted for the excellence of its dairy products, and has now in operation several cheese factories. Farms range in value from \$500 to \$4,000.

Adjoining Antigonish County is the County of Guysboro, chiefly noted for its extensive and rich gold mines and its valuable shore fisheries. Yet there are two very fine farming sections in the county, capable of much greater development. The west end of the county, known as St. Mary's District—not many miles from Sherbrooke, a town of 1,000 inhabitants—contains farm lands of great fertility. Along the St. Mary's River are stretches of splendid intervals, and the farmers are generally thrifty and prosperous. The section lying east of this, and covering about forty miles to Guysboro town, can hardly be ranked as first-class farming land. Sheep farming could be profitably conducted on a great deal of this part of the county. It is pretty well settled, and prices range low. Guysboro town is the capital of the county, and has a population of 1,800. It is a seaport town and is devoted to general trade. Opposite Guysboro, a magnificent harbor lying between, is the village of Manchester, surrounded by a fine section of country similar in quality to the beautiful lands of St. Mary's District.

CAPE BRETON.

Following the Intercolonial Railway through Antigonish County and a small portion of Guysboro, the Strait of Canso

is reached, which separates the Island of Cape Breton from the mainland. The Strait is about a mile wide and is crossed by steamers run in connection with the Intercolonial. Landing at Port Hawkesbury, which is situate near the dividing line between the counties of Inverness and Richmond, and proceeding by rail and passing by River Inhabitant, West Bay, River Denis, crossing the Grand Narrows, following the shore of the Bras d'Or Lakes to North Sydney, thence following the North West Arm, we reach Sydney Town, the terminus of the Intercolonial Railway in the Island of Cape Breton.

The Island is divided into four counties, namely, Richmond and Cape Breton, lying to the northeast; and Inverness and Victoria, lying to the southwest. Of these Inverness is the largest, and beyond all doubt the best agricultural county. If we start from Port Hawkesbury, we soon reach River Inhabitant, River Denis and the head of West Bay. River Inhabitant and River Denis traverse fine agricultural districts, containing many excellent farms, having large stretches of fertile interval lands. Prices are exceedingly low, considering the intrinsic value of land from an agricultural standpoint. Farms with more or less comfortable buildings can be had at prices ranging from \$800 to \$2,000 dollars. If we follow the Strait from Port Hawkesbury, passing Port Hastings and continuing the shore, we reach Port Hood, the capital of the County of Inverness, and containing a population of 1,500. Proceeding thence, we come to Broad Cove, where coal mines of vast extent are now being opened up, and which in all probability will soon be the seat of a mining town. At Broad Cove and Strathlorne excellent farms are found, with splendid intervals, capable of producing great crops of hay and grain and all other farm products. Prices range from \$1000 to \$3,000.

Ten miles from Port Hood is the village and farming settlement of Mabou, an exceedingly rich and fertile district; in fact, taking it for all in all, and barring fruit, it cannot be surpassed by any other district in the province. And even the cultivation of fruit might, with proper attention, become a profitable pursuit in this district, as apples and plums are grown to some extent, and I have seen fairly well matured grapes on vines at Mabou that were grown and ripened in the open air. Leaving Mabou and passing Hillsboro and Brook Village, both fine farming districts, we reach picturesque Whycocomagh, at the head of a section of Bras d'Or Lake. The scenery is magnificent, the farms are good, and recent gold discoveries have drawn great attention to the district. Continuing east about twenty-five miles, we come to Baddeck, in Victoria County. But continuing Inverness, through the best farming districts, we would touch Lake Ainslie. Along the margin of this lake for about fifteen miles on either side are excellent farms, and to be had at very low prices.

Passing lake Ainslie, we come to South West Margaree, a beautiful stream which we follow quite a number of miles to Margaree Forks, where the waters of the North East Margaree join the waters of the South West and thence they flow onward till they enter Margaree harbor. These two branches of the Margaree river are noted for the beautiful scenery through which they flow, and also noted for the trout and salmon which abound in them. They constitute a veritable paradise for sportsmen who flock there in great numbers in the fishing season, not only from Halifax, but from the United States as well. The beautiful intervals and fine upland farms to be found along their banks are the admiration of all who take an interest in stock raising or dairy farming. Farms may be had from \$1,000 to \$4,000.

The entire shore of Inverness county from Port Hawkesbury to Cheticamp, constitutes a valuable fishing ground.

As this county possesses large sections of valuable agricultural lands, and is not thickly settled it offers a capital field for the thrifty, industrious and intelligent agricultural emigrant, who at the cost of a very moderate outlay would soon find himself in the possession of a comfortable and prosperous farm with pleasant and picturesque surroundings.

From North East Margaree in this county, before referred to, we drive for several miles, through a section of country in which there are not many farms to note, but which is characterized by very beautiful scenery. The road passes between two forest-clad mountains, and skirts the margins of a lovely chain of lakes until we reach the head of Middle River, in Victoria County. Following down the river, the valley between the mountains widens and the fertile intervals expand. For upwards of fifteen miles prosperous farming settlements are found on each side of the river. The valley of the Middle River presents a charming picture to the eye by virtue of its bewitching scenery and the excellent farms attest to the comfort and prosperity of the farmers. It is a favorite resort of tourists from the United States, the excellent trout fishing in the river forming an extra attraction. Farms in this valley range in price from \$1000 to \$2000.

Leaving Middle River valley and driving about eight miles through picturesque scenery, Big Baddeck is reached. The farms on the Big Baddeck are good, the soil is rich, with large stretches of intervals. Crossing another ridge of good upland we reach the beautiful town of Baddeck, the capital of the county, with a population of 1,700. It is a shipping port beautifully situated in the Bras d'Or lakes and is surrounded

by hills. There are many fine farms in the vicinity of Baddeck, and much good land that could easily be brought into a state of excellent cultivation. Baddeck is a centre of summer tourist travel from the United States, from which, searchers after health, sport and romantic and picturesque scenery, spread all over the Island of Cape Breton. Going west from Baddeck and passing many fine farms, we again come to Whycoomagh, in Inverness County, before deserting. Thence going east fifteen miles, the head waters of St. Ann's in Victoria County, are struck. St. Ann's is an arm of the sea, noted for its excellent fisheries. Boularderie, an island in the Bras d'Or lake, part of which is in Victoria County, is covered with capital farms, and the waters by which it is surrounded are excellent fishing grounds. It is twenty-two miles long and seven miles broad.

A large coal mine is being operated in this county near the shore of the Bras d'Or lake.

Cape Breton County, which lies south-east of Victoria, is noted chiefly for its immense coal deposits. It is the seat of the operations of the General Mining Association, a wealthy corporation, mostly controlled by British capital, which has been carrying on coal mining in this county for a great many years, and also the Dominion Coal Company, which in 1893 acquired leases of many valuable collieries in the county, and having an immense capital, is conducting the work on a very extensive scale. This company last year, 1897, raised 1,262,484 tons of coal, and gave employment to 20,196 men. The company is composed of United States and Canadian capitalists, and since its organization has displayed great energy and enterprise in carrying on its business. The great coal mining industry has been the means of building up in Cape Breton County, many flourishing towns and villages,

chief among which are Sydney Mines, Sydney and North Sydney, the two latter towns being shipping places of considerable importance, and they constitute the termini of the Inter-colonial Railway in the island of Cape Breton. Cape Breton contains the historic town of Louisburg, and other towns of importance are, Little Glace Bay, and Port Morien. There are several smaller villages, and all these communities combined constitute a valuable market for the farmers of the county and the island generally. There are several good agricultural districts in this county. The land in close proximity to Sydney and North Sydney is of good quality. There are good stretches of interval lands at Sydney Forks, and also at East Bay, on the Mira river especially, and at other points. The fishing industry of Cape Breton county is quite an important one. The eastern end of Boularderie Island, before referred to in the brief sketch of Victoria county, as an island of fine agricultural fertility, belongs to this county. As the mining and fishing industries of this county give employment to a large number of men, it will be seen that the farmers have the advantage and stimulus of a home market for their products.

The remaining county in the island is Richmond, which lies south of Cape Breton county, and with the Atlantic and the Strait of Canso on its south-western shores. It is largely a fishing county, although along the shore of the Bras d'Or lakes on its northern side and along the Grand River, and that portion of the county adjoining Inverness county near West Bay, there are some good agricultural settlements. Here farms are cheap, and as the land is of good quality, much improvement can be made in its agricultural production. Arichat is the capital, with a population of 2,000.

In closing this bird's eye description of the island of Cape

Breton, I cannot do better than to quote from an interview with Prof. Macoun, naturalist, of Ottawa, who visited and spent some months on the island during the past summer.

Prof. Macoun, naturalist to the geological survey for Canada, returned last evening from Cape Breton Island, where he was investigating plant life. Mr. Macoun says "I went to Cape Breton with a view to establishing the relationship to the plants of Newfoundland and Labrador. I did not find one plant which indicated low temperature in summer. I consider Cape Breton the gem of Canada. The climate is grand. During the summer it ranges from 60 to 80 degrees; never too hot, never too cold. A large number of Americans spend the summer there, but very few Canadians. Agricultural developments are very meagre, while the soil and climate are such as to make it become one of the grandest of Canada."

THE WESTERN COUNTIES.

Having completed our sketch of the eastern and central sections of the Province, including the island of Cape Breton, we now return to the place of beginning on the Intercolonial at Halifax, and will proceed to give a sketch of the western counties from an agricultural standpoint. At Bedford, at the head of Bedford Basin, the Sackville river, which traverses a fairly good agricultural section of country, though somewhat limited in extent, empties its waters. Following the line of the railway to Windsor Junction and branching to the west we pass through an exceedingly sterile and rocky section, including Mount Uniacke, where gold mining on a fairly extensive scale, and with intensely varying results, has been conducted for nearly thirty years, and reach Hartville, formerly called Ellershouse, where the land on this route first begins to show evidence of fertility. The land improves in quality

until we reach Windsor, the capital of Hants county forty-five miles from Halifax. Windsor is one of the oldest towns in the Province, and is in the midst of a magnificent agricultural country. The town was almost totally swept away by fire last year, but the pluck, energy and substantial wealth of the community is attested to by the fact that rebuilding immediately began, and it is now assuming its normal condition, with a complete outfit of new and improved buildings. This town is the seat of Kings College, one of the oldest Colleges in British North America, and the only one possessing a Royal Charter, it having been granted one by George III. There is also a Ladies' Seminary at Windsor, the College and the Seminary drawing their chief support from the adherents and members of the Church of England. Windsor was formerly famous among Provincial towns for its shipbuilding industry, which there flourished greatly in the days of wooden ships. It has always been and still continues to be largely engaged in the shipment of Gypsum from the immense, and apparently inexhaustible, quarries which lie contiguous to it. It is situated on the Avon, a tidal river, along the course of which are thousands of acres of diked marsh lands, the finest in Nova Scotia. The upland is light and easily tilled, and well adapted for the growth and cultivation of fruit. The dike marsh lands extend up the Avon, and if we go in the opposite direction we cross the St. Croix and Kennetcook rivers, which contribute their waters to the Avon, both streams being noted for the fertile lands through which they flow. There are large stretches of diked marsh land on each side of them. Many fine and well cultivated farms dot the course of the Avon and its tributary streams. Following the shore and along the head waters of the Bay of Fundy into Maitland, excellent farms are found, ranging in value from \$1,000 to \$4,000. If we take a central course from Windsor, we pass through Newport, with its ex-

cellent farms and dike-lands. Next are the Rawdon Hills, where there are fine grazing lands, especially for sheep. Then there are Gore and Nine Mile River, both fine settlements for general farming, and several other fine farming settlements in East Hants.

Returning to Windsor, following the Dominion Atlantic Railway, and crossing the Avon, we reach Falmouth, a rich agricultural district, with abundance of diked marsh land, and then Hantsport, formerly a seat of the shipbuilding industry, surrounded by excellent farms and having fine orchards.

Adjoining Hants county on its western limit is Kings, and next to that again Annapolis, which counties, with the western part of Hants, contain the great fruit valley of Nova Scotia. For a distance of upwards of eighty miles in length, and ranging from four to eight miles in breadth, lying between what are called the North and South mountains, this great and fruitful valley extends. It possesses the requisite soil and climatic conditions which easily place it first among the fruit growing districts of the Dominion of Canada, and unsurpassed in the United States for such fruits as obtain their most perfect development in the temperate zone. The apple production is not confined to the valley, for on the slopes of the mountains, both North and South, splendid orchards are found. The annual production of apples in this valley is now about three quarters of a million barrels, which, with the new trees now rapidly coming into bearing, and others being planted every year, will soon be very largely increased. It is estimated by careful and conservative authorities that within the next two decades the production of apples and other fruits in this valley will reach twenty-five or thirty million barrels. Though apples are the principal fruit crop, large quantities of plums,

pears and cherries, and in a lesser degree quinces and peaches, are cultivated, together with an infinite variety of small fruits, such as strawberries, raspberries, gooseberries, currants, etc., all of which grow in great abundance.

This valley also possesses large quantities of excellent land for general farming. Kings county has vast stretches of dike marsh on the rivers which flow into the Basin of Minas. It is admirably adapted for stock raising and dairying. In the western section of the county, hitherto waste bog lands are rapidly being utilized for cranberry culture. Those who have engaged in this industry have found it to be quite profitable.

Kings is noted for the superior quality of its potatoes and their prolific growth, running from 200 to 350 and even 400 bushels to the acre. All kinds of roots grow well in its rich and fertile soil. It is dotted over with thriving towns and villages, and the scenery is varied and picturesque. Taking into account its many advantages I do not consider the price of farms in this beautiful county at all high. Good farms may be purchased at prices varying from \$3,000 to \$15,000.

Kentville is the shire town and a centre of business activity, with a population of 1,700. Wolfville is the next town of importance, being the seat of Acadia College and the Nova Scotia School of Horticulture; Canning and Berwick may also be mentioned as busy and beautiful little towns. All of these towns are centres of prosperous agricultural districts.

Annapolis county, like Kings, is noted for its fruit and general agricultural capabilities. The eastern section of the county has the same characteristics as the western part of Kings which it adjoins, being well watered with rivers and streams coming from the mountains, along whose courses are

rich interval lands, and as we follow down the western part of the county we find rich dike marsh bordering the Annapolis river. Farms through this valley, in addition to their immense fruit production, are specially adapted for dairying, almost every farm having an excellent stream of pure water running from the mountains. The principal towns are Annapolis, (the shire town) population 2,000; Bridgetown, population 1400; Paradise, population 350; Lawrencetown, population 600; and Middleton, population 700. Over the North Mountains, about eight miles from the centre of the valley, is the Bay of Fundy, the tidal waters of which wash the northern shores of Annapolis and Kings. There are shipping ports every few miles along the coast, and formerly large quantities of wood were shipped, the mountain forests being the source of supply. The range of mountains, all the way from Blomidon in the east to Digby Gut on the west, present excellent opportunities for sheep raising. These lands can be purchased remarkably cheap. Cultivated farms in the better portions of this fine country range in price from \$3,000 to \$10,000.

From Annapolis going west we pass into Digby by crossing Bear River, which is the county line. If we follow up the river a few miles from its mouth in Digby Basin we pass through beautiful scenery, the immense hills being dotted with a most luxurious growth of cherry trees. The village of Bear River was formerly an extensive shipping port, and is still a place of considerable business activity. Following the line of railway along the shores of Digby basin the town of Digby, population 1800, is reached. It is placed nearly opposite the Gut, as the passage which forms the outlet to the Bay of Fundy is called. Digby is the capital of the county and is prettily situated; it does a flourishing business, and is a fashionable resort for summer tourists from the United States. Continuing west by rail about twenty miles

along St. Mary's Bay, we come to Weymouth, a beautiful village on the Sissiboo river. Here cherries abound in their season, as well as in Digby, Bear River and intermediate places. St. Mary's Bay divides the county proper from Digby Neck, a long strip of land, bounded on the north by the Bay of Fundy settled by a thrifty and industrious population. The railway from Digby to Yarmouth, passes a few miles south of the shore of St. Mary's Bay. New farms are being brought into cultivation along the line of railway, but the most populous part of the county lies along the shore of St. Mary's Bay. This part of the county is settled by a very thrifty and intelligent population, nearly all French Acadians. For almost thirty miles the settlements constitute a continuous village. The people are progressive and well-to-do, with comfortable homes and surroundings. Every eight or ten miles there is a large church. On Church's Point is situate St. Anne's College, a valuable institution of learning in connection with the Roman Catholic faith, which is the religion of the French Acadians. There is also a convent here.

Digby county, although not strictly speaking an agricultural county, has, nevertheless, many well-to-do farmers. Farming, fishing and lumbering constitute the chief employments of the inhabitants, and between these three occupations a good living is assured and enjoyed.

From Digby by rail, we soon reach the beautiful and enterprising town of Yarmouth, the capital of the county of the same name, and the terminus of the Dominion Atlantic Railway; or if we follow the shore of St. Mary's Bay, we find thickly settled villages all the way to the town. The town of Yarmouth has the largest population of any town in the Province, with the exception of Halifax, and has always been

noted for its enterprise. It is wealthy and prosperous to a remarkable degree, and its people have fostered and illustrated a most enlightened public spirit. Whatever Yarmouth undertakes to do, it accomplishes on broad lines, having a clear and distinct light of the definite ends in view. In the hey-day of wooden shipbuilding, Yarmouth was the leading town in the Province in this industry. Yarmouth ships and Yarmouth captains were found on every sea and every port in the world. In those days were laid the foundation of its wealth. When that industry declined, while still retaining a great interest in shipping, under changed conditions, Yarmouth turned its attention to manufacturing, and factories, foundries, etc., take the place of shipyards. Yarmouth is also largely interested in the fisheries, and does a flourishing business in general merchandise. It is noted for its beautiful and costly private residences, surrounded by well trimmed lawns and hedges, graperies and fruit trees which make them exceedingly attractive and pleasing to the eye, and give assurance not only of comfort but of luxury. Although Yarmouth is not one of our best agricultural counties, farming operations are conducted in several sections of the county with signal success. It is noted more especially for dairying, sheep raising and fruit growing. Farmers are particular about their stock, generally insisting on pure breed, and in this way they attain the best results. Farms are well tilled, and many of them are brought into a high state of cultivation. The town affords a good local market all the year round.

While Yarmouth town is the terminus of the Dominion Atlantic railway, it is also the terminus of the Shore line now in course of construction, part of which is now in operation, on the south shore. It is surveyed through Shelburne, Queens and Lunenburg to Halifax, and will no doubt be completed and in operation within a few years. In addition to its railway facilities, present and prospective, Yarmouth has lines

of steamships with Halifax and intermediate ports, with Bay of Fundy ports and with Boston.

Shelburne county is the next county to Yarmouth on the south Atlantic coast, lying towards Halifax. The shire town, Shelburne, (population 2,000) has one of the finest harbors in the province, being ten miles long and three in width, offering a perfect shelter for vessels, and surrounded by scenery of the most picturesque character. It formerly took high rank for shipbuilding, and still continues the construction of fishing vessels. Fishing is the great industry of Shelburne county, taking first rank in this calling in the Province, after Lunenburg, the adjoining county east. The fish catch of this county last year was upwards of \$800,000 in value. Agricultural pursuits are not followed to any extent in this county, although in the intervals from fishing the people in favored localities raise considerable farm products for their own use. The settlements and towns are chiefly along the shore, the principle of which are Shelburne, already mentioned, Barrington, Clyde River, Jordan River and Lockeport, all of which are places of considerable importance. Lumbering is carried on to a considerable extent on the Jordan river.

East of Shelburne lies Queens, of which Liverpool is the shire town, with a population of 2,700. Milton, population 1,000, is close by, and to the east are Port Medway, population 600, and Mill Village, population 400, all coast towns. The coast line, like that of all the shore counties, is rocky and ill-suited for farming. Fishing and lumbering are the chief industries. Pulp mills have been established recently near Liverpool, which is the chief port of shipment for the product of the mills. This industry, together with fishing and lumbering, make the shore ports places of considerable importance.

If we drive north from Liverpool over some twenty-five miles of barren and rocky country we come to Caledonia and Brookfield, two good farming sections in the northern part of the county, where apples and other fruits are successfully cultivated, and farmers are making forward steps in advanced agriculture. In this section gold mining is carried on to a considerable extent and with fairly satisfactory results. This belt of fair farming lands extends east through the greater part of Lunenburg, the adjoining county east, and lying between it and Halifax.

In Lunenburg county gold mining is conducted to a more or less extent, while fishing is conducted to a greater extent than in any other county in the province. The river La Have, which has its source in Annapolis county, runs through Lunenburg, and along its course are good farming lands and large lumber forests. The lumbering industry is conducted on an extensive scale on the La Have, whose banks are dotted with gang saw mills at several points. The La Have is one of the largest and most important rivers in Nova Scotia, and is navigable for steamers and other large craft, as far as Bridgewater, population 3,500, fifteen miles from the coast. The scenery along the La Have is so grand and picturesque that it has been called the "Nova Scotia Rhine." Bridgewater is the great lumber shipping port of the county, and is otherwise a busy go-ahead town. Twelve miles from Bridgewater is Lunenburg, population, 4,000. Here, also, a large shipping business is conducted, especially in fish to the West Indies. It is the outfitting port for many fishing vessels, and having a good agricultural country to the back of it, is a good town for general business. Taking the Nova Scotia Central Railway, which passes by Mahone Bay and Bridgewater, and runs across the country to Middleton,

in Annapolis county, connecting with the Dominion Atlantic Railway system, we take in New Germany, in the northern part of the county, which is a fine agricultural district. From New Germany station a long belt of rich farming lands runs both east and west, and farmers with modern notions and appliances are bringing up old and worn-out farms to a high state of cultivation. Adjoining this region are Springfield and Albany, two thriving and prosperous settlements in Annapolis county not previously noted.

Mahone Bay is situate seven miles east of Lunenburg. It is a thriving town and was formerly a large shipbuilding place; it still owns and builds fishing vessels, and does a flourishing business with the farmers of the fine agricultural country by which it is surrounded.

A drive of thirteen miles through beautiful scenery, round Chester Basin, with its numerous islands, brings us to the old town of Chester, picturesquely built upon a peninsula, and having a superb view of the scores of island gems which dot the surface of the magnificent basin. Ches' r was early laid out for a large town, but has not grown up to the full expectations of its founders. It is, however, very much admired for its splendid scenery, and is a favorite health and pleasure resort in summer, not only for the people of Halifax, but for tourists from the United States, who come every year in increasing numbers. Following the shore a distance of forty-five miles, and passing through the beautiful districts of Hubbard's Cove and St. Margaret's Bay, both in Halifax county, we reach the City of Halifax, the place of beginning, having made the circuit of the Province of Nova Scotia, and noted its agricultural resources and capabilities.

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