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THE MORNING GUARDIAN

THURSDAY, OCTOBER 12, 1899.

DISTANCES IN SOUTH AFRICA.

The Transvaal and Orange Free State being inland countries, it may be of interest to sketch the lines by which British troops can be sent into their territories, and the distance from accessible seaports.

The shortest distance by rail from the sea to Pretoria, the Transvaal capital, is by the railway from Delagoa Bay, 270 miles. From Delagoa Bay to the border of the Transvaal is little more than 50 miles. The Bay is due east from Pretoria, but as the coast belongs to Portugal this route is not likely to be used by the invading forces.

Southeast from Pretoria on the coast is Durban, the chief port of Natal. The railway distance between these two cities is 510 miles. From Durban to Laing's Neck on the Transvaal border is 280 miles. Majuba Hill, where the famous battle with the Boers was fought in 1882 is about 20 miles from Laing's Neck. It is in Natal that the largest portion of the British force will be posted. The railway from Durban branches at Ladysmith, one branch extending to the right towards Laing's Neck and the other diverging to the left and entering the Orange State at Harrismith. Ladysmith is about 120 miles from Durban and ten miles from the Orange State border.

Two other railways enter the Orange state from the south, the ports being East London and Elizabeth, respectively. The distance from Port Elizabeth to Bloemfontein, the capital of the Orange State, is 450 miles. From Elizabeth to the Orange State border by the same route is about 350 miles.

A government railway from Cape Town runs northwardly through Cape Colony along the west side of the Orange State and the Transvaal. This railway affords several opportunities of attacking both the Dutch states from the west. Along its route are Kimberly, 647 miles from Cape Town; Vryburg, 774 miles, and Mafeking, 870 miles from Cape Town. It was from Mafeking that the Jameson raid began. It is almost due west from Pretoria and Johannesburg and 180 to 200 miles distant by wagon road. At Mafeking Col. Baden-Powell is now threatened by a Boer force of 5,000 men.

Measuring around the border of the hostile territories from Mafeking on the west of the Transvaal to Laing's Neck on the south east, is a distance of about 800 miles. It will be seen from this that the British forces will be very widely separated, and each department will of necessity be compelled to act independently. It must also be apparent that the same will be true of the Boer forces, though their principal fighting force, so far as reported is now massed in the vicinity of the Natal border and crossed yesterday into Natal.

CHICKEN FATTENING.

The chicken fattening stations now in operation in the eastern-provinces of Canada are the result of the efforts of Prof. Robertson to adapt Canadian poultry to the British market. Poultry production in Canada had

grown up in a haphazard fashion. Almost every farmer was to some extent a poultry raiser. He kept more or less fowls, in some cases turkeys were added, and if water was abundant geese or ducks, or both were raised. Little attention was paid to obtaining the best breeds. When it came to fattening poultry for the market there was no regular system. At best the refuse of the farm was given them, and in various stages of fitness they were slaughtered and sold. All the methods were different from those of the old country, and when the first experiments in shipping Canadian poultry to England were made they naturally resulted in a loss. The product was not adapted to the market, either in the matter of breeds, of fattening or of dressing.

Government paternalism had successfully taught the people to make cheese and butter by factory methods, showing them the way to do it. No amount of lectures, talks or printed instruction could ever have done the work as the object lesson did it. So it was with the poultry business. Professor Robertson had given the farmers line upon line and precept upon precept in regard to rearing, fattening and dressing poultry for the British market. Last year an important step forward was taken by the establishment of chicken fattening stations, two of which were placed in Ontario and two in Quebec. This year the stations have been continued there and extended to the Maritime Provinces, two stations being established in each of the Provinces by the sea.

These are intended as schools of instruction in all that pertains to the rapid, thorough and economical fattening of poultry for the great markets of the world, and to point the way for private enterprises in the same lines. This has been already effected, so far that a number of private poultry fattening stations have developed and are in operation in the Upper Provinces and a few even in the Maritime Provinces are making the experiment. It may be that not all of these will succeed at the first, for there is much to learn. But in the end there is good reason to hope that almost as great and beneficial a revolution may be effected in the Canadian poultry business as has been so happily brought about in the dairy industries of the country.

The United States has not increased its export of agricultural products since 1892, as the increased home consumption keeps pace with the increase of production. But in the same time there has been a vast development in manufactures for export—from \$158,000,000 in 1892 to \$338,000,000 in the year ended 30th June last.

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P. E. Island is probably quite as well adapted for the growth of the sugar beet than the State of Michigan. And yet the Bay City Journal tells that three factories in that state will this season pay out a million dollars for beets.

The Boer Government in the Transvaal have arranged the official salaries in a fashion quite to suit the "ins" but not so satisfactory to the tax-paying Outlanders. President Kruger's salary is \$35,000 a year while each member of the Volksraad receives \$6,000. The entire salary list of the republic is stated to reach the enormous total of \$4,500,000.

The Toronto Star points out that Mr. James Sutherland, recently taken into the Ottawa cabinet, was offered a seat therein in 1896, when the ministry was first formed, which he declined. There is no increase in the number of ministers, as Mr. Sutherland takes the place of the late Hon. Mr. Geoffrion. The effect of the change is simply to give Ontario one of the "forecastle" seats in the cabinet formerly held by Quebec.

Three times the Boers have run away from British rule—from Cape Colony to Natal, from Natal to the Orange State, and thence across the Vaal River to "the Transvaal." It is impossible for them to "trek," again into the wilds beyond where the British flag is flying. They are literally hemmed in by the British and Portuguese territories. A timely capitulation will best secure their safety. Britain is not bluffing. An army of 25,000 men has not been sent to South Africa with more to follow merely for their health. Salisbury and Chamberlain are as much in earnest as they were in sending General Kitchener to the Sudan. The time within which peace can be made without bloodshed is short. Kruger, who reads his Bible daily, might profitably reflect upon the passage, "Agree with thine adversary quickly"

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