

will reward the enterprise of our farmers, and encourage them to greater efforts in the cultivation of this important cereal. The prospects of the potato crop are reassuring, and there is every reason to expect a fair yield, and one of good quality, and this notwithstanding the sensation and alarm which followed the unwelcome discovery of the Colorado beetle in the county of Guysboro. It is consoling to know that the career of this destroying insect was cut short by a ready adoption of the treatment suggested by Prof. Lawson, and that it is now believed to be effectually exterminated. When we consider the world-wide fame which attaches to the orchards of Annapolis, Kings and Hants, and judging from the exhibit here to-day we may well add Lunenburg, and their material value to this Province, it is certainly most gratifying to know that their present appearance seems to guarantee an excellent harvest to the fruit growers of those counties, and leads to the belief that their record for 1880 will be in keeping with the splendid reputation they have already achieved.

A feature in which the city of Halifax, the long established marketing centre, as well as the capital of the Province, has recently acquired a new importance in relation to agriculture is what may now be termed its cattle trade. The shipping of cattle to England promises to develop into very large proportions, with mutual benefit to the farmers of this side of the Atlantic and to the teeming population of the old country. Our farmers may to-day raise as much good beef and mutton as their farms can produce with the certainty at any season of a ready market, good prices and cash payments; for, in addition to the supplies required by the citizens, the shipping, the military and the navy, we have ocean steamers constantly ready to convey to the best market in the world more meat and more cattle than the whole Province can produce. The immense advantages which proximity to a shipping port like Halifax gives to our agriculturists over those of the interior parts of the continent, no less than the unsurpassed facilities for root raising and pasturage which we possess, should stimulate our people to the production of meat as an industry for which the Province is peculiarly adapted. With these facts before us, it is not too much to say that energy and capital are alone required to make this Province an exceptionally fertile spot.

In none of the Exhibitions held in Nova Scotia, so far, have our fisheries received the full consideration to which they are entitled, as the foremost industry of the Province. The prize list of to-day is no exception to the rule, though the inducements it offers are fully as liberal as those of previous years. It is to be hoped that those who year after year study the advancement of the farmer and the mechanic will soon awaken to the duty they owe to the fishermen, and that, at no distant day, Nova Scotia, following the example of Norway, Sweden, Denmark, Germany, and other European countries, may give especial encouragement to every feature connected with the prosecution of its fisheries. As regards the exhibit of to-day it is comparatively an excellent one, being very much ahead of that of 1879, both in extent and quality, a fact for which we are largely indebted to the exertions of a well known gentleman in the trade, who is also a member of our committee.

The large and splendid collection of poultry which has come forward speaks well for the influence of the Nova Scotia Poultry Association, to whose efforts we are much indebted for the excellence of the show in this department, while to the public spirit of a few gentlemen we owe the addition of a novel attraction in the Dog Show, which is now introduced for the first time as a speciality in connection with our Provincial Exhibition, and there can be no doubt that a visit to the kennels on the adjoining grounds will astonish and gratify two admirers of the canine race.

It may be permitted us to congratulate our manufacturers that their work now in exhibition shows in very many cases such skill in design, and proficiency in execution, as to elicit the encomiums of those best qualified to judge in the several departments. Whether we turn to the coils of the rope factory, the pyramid of edged tools, the gallery of musical instruments, the cabinet and the carriage-making, the brass finishing, the ship-models, the clothing and furnishing the wealth of floral beauty before us, the array of fancy and use of needle-work in the central tower or any of the specialties "too numerous to mention," we see everywhere around us products of useful and ornamental art, of which every Nova Scotian may well be proud. Whilst our building itself is now more complete in its ornamental details, than was possible last year, it has been subject of remark by those who have already inspected this Exhibition, that the general arrangements of the exhibits indicates the advantage of last year's experience, not only in the work of the committee, but also in the taste evinced by the exhibitors in the style and manner of showing their products.

The absence of our respected Lieutenant-Governor from a scene which could not but please him, is a matter which our Committee greatly regret, and that regret will, we are sure, be shared by all present. His Honor has associated himself very closely with all the general exhibitions held in the Province of late years, and would certainly have been with us to-day had not his promised visit to Cape Breton, where he now is, interfered to prevent him.

We were honored with the presence of Your Excellency and Lady Macdougall at the inaugural ceremonies of our last Exhibition, and the pleasure with which we welcome you to this, our second gathering, is enhanced by the fact that Your Excellency has been pleased to identify yourself so prominently with the proceedings of the day. We thank you for the readiness with which you acceded to our request in this regard, and desire to convey to you our assurance of the high esteem and respect in which your Excellency and her Ladyship are held by the citizens of Halifax.

STEPHEN TOBIN,  
Mayor and Chairman of Committee.

OPENING ADDRESS OF GENL. SIR PATRICK  
MACDOUGALL.

Sir Patrick then replied in the following words:—

In thanking you for the honor of being asked to open this Exhibition, I must express the pleasure I feel, in common with all who are interested in the prosperity of Nova Scotia, in witnessing such a show in this city,

while it is known that similar exhibitions are taking place elsewhere in the Province.

These annual occasions cannot fail to be most valuable, as affording opportunities of comparing the products of different parts, of inciting emulation, and thereby promoting improved methods of production, both in agriculture and manufactures.

The great problem for the world must always be the supply of cheap and abundant food for the masses; and for that purpose the greatest food phenomenon that has ever been witnessed on the earth is the movement of grain and cattle now taking place, from the Western to the Eastern hemisphere; a movement that excites the serious, though, perhaps exaggerated, fears of English agriculturists. The effect of railway enterprise in the United States has cheapened freights to such an extent that the consumer in Great Britain is practically brought into close neighborhood with the producer of Minnesota and Dakota. It is difficult to pronounce with certainty how far railway competition may have brought down the cost of carriage below remunerative rates, and therefore below the rates that can be permanently maintained. But at the present time—according to an interesting article in the *Fortnightly Review* for last July, on "The Railways of the United States"—it appears that a barrel of pork and a barrel of flour can be brought from Chicago to Boston at an average of one dollar and a quarter for the two barrels; or in other words, the subsistence in the matter of meat and flour of a working man in Boston for one year can be brought to him over a thousand miles of railway at the cost of his wages for one day's work.

But Chicago is now only one stage of the distance between New York or Boston and the great grain producing districts. The American corn grower is moving ever westward to a greater and greater distance from the Atlantic. But increased distance means increased freight as well as increased risk, and it is by no means so clear as appears to English alarmists that the English farmer will be unable to compete with the giant agriculturists of Dakota and Minnesota, some of whose plough furrows are said to be a day's journey in length, even though the latter work their own freeholds, and though all their work is done by labor-saving machinery.

The minimum paying price at which a quarter of wheat from the far West can be sold in England, is variously estimated. There are no fixed or certain data to go upon. The author of the article in two *Fortnightly* above alluded to, an American, takes a very sanguine view of the matter from the American standpoint. On the other hand, an able and exhaustive report has just been published by Mr. Pell, M. P., and Mr. Read, who were specially appointed by the English Government to enquire into the state of agriculture in the United States and Canada. The conclusion formed by those gentlemen is that 44s. a quarter in England is about the lowest price that would give a fair profit to the American producer under present conditions. This estimate, being based on an average yield throughout the States of only 12 bushels to the acre, is probably too high; but the present conditions are liable to change; and any change is likely to be favorable rather than otherwise to the English producer. The new wheat lands to be brought under the plough