

Special Notice.—The Books of Entry will be positively closed at 12 o'clock, noon, of the day preceding the Exhibition, after which no Entries will be received.

Entry Tickets must be attached to all Animals or Articles placed on Exhibition, and will be furnished, on application at the Secretary's Office, adjoining the Exhibition Building. No Entry Ticket will be sent by mail.

Farm produce entered for competition, must be the growth of 1873, and not of 1872, as erroneously printed in the Premium List.

The Exhibition will be opened at 11 o'clock a. m., on Tuesday, the 7th October, and an Address will be presented to the Lieut. Governor at 12 o'clock.

On each following day of the Exhibition, the Building and Grounds will be opened at 9 o'clock a. m., and closed at 1 o'clock, p. m., opened again at 2 p. m., closed at 6, opened at 7 p. m., and closed at 10 p. m., except on Friday, when the Building will be finally closed at 6 o'clock p. m.

Sports and amusements of various kinds will take place daily on the Race Track. A programme of the same will be issued in due time.

RATES OF ADMISSION.—Adults 25 cents. Children under 14 years, 12 cents. Exhibitors will be entitled to a Ticket on payment of a dollar, admitting the person named to all the departments of the Show during the Exhibition, Race Track excepted.

We hope the Managers of our Nova Scotia Railroads and Steamboats will offer some inducement to our Farmers to visit the Fredericton Exhibition, by imitating the example of the New Brunswick Companies, who offer Return Tickets at one fare.

During the last year or two, but especially during the present season, we have noticed, in the American newspapers, indications of the growth of a kind of organization that is likely to tell upon the future policy of the United States in the treatment of Agricultural Industry. The Farmers of the grain-growing and pig-feeding Prairie States have long felt that the productiveness of their easily-worked soils was, to a large extent, neutralized by the great distance from sea-board, and that the Railway Companies, taking advantage of their position, had so rated freights as to form a perfect drag upon western farming. In addition to distance and Railway Rings, the Farmer had next to contend with Wheat Rings and Corn Rings, and Pig Rings; the Railways charged what they pleased for carrying their goods, and the Elevator men and Pork Packers offered what they pleased for their possession; the Farmer was a third party who seemed to have no say in the

matter. Forbearance at last began to look like a crime, the patient farmers of the West, hitherto intent upon their rural pursuits, became aroused, and, one by one, they slowly took the musket in hand to drive the wolves from the door. Farmers are free from most of the jealousies and business competitions that are apt to give bitterness to the manufacturers and other productive classes in their relations with one another; farmers have, in fact, nothing to fear, but much to gain and much to learn by friendly, neighbourly intercourse among their own class, hence there is every facility for a thorough and substantial organization among them, whenever their common interests are menaced. For some years previous to 1872, the system of "Farmers' Granges" had been proposed, and was slowly being organized; and now these Granges form, as it were, an "uprising in the West" that promises speedily to absorb the whole fraternity of farmers.

Mr. J. C. Abbot recently appeared as a Deputy of the order, "the Patrons of Husbandry," before the Boston Merchants; and his sayings and doings have been ventilated by the *Morning Chronicle* and the *British Colonist*. The order (he said) is composed of five thousand societies and five million members. It embraces three grand features, Educational, Social, Material. After discussing the first two, he goes on to the last, which is really the main end in view:—

Of late years, it has come to be the rule to conduct the business of the country by rings who fix the price of produce; when the farmer goes to sell his goods, he has to ask, what will you give? When he goes to buy, he has to ask, what will you take? Some change, some relief should be granted to the farmers, whose interests should be attended to, especially since some of these rings have so pushed their schemes as to be destructive of the farmers' interests. In the West, farming does not begin to pay the dividends for the capital and labor invested that other businesses do. The aim is not to interfere, but to regulate other occupations. Railroads now govern the country and control legislation. Farmers have no hope of relief through petition. They come in the form of a body of power, and intend to demand a regulation of the extortionate railroad tariffs by Congress. Railroads are the leading power, and by a system of combination individuals have no hope of relief. The leading subject of importance is this transportation question. We want to have tolls and freights reduced, so that dividends will be paid on the real stock invested, and not on their bogus capital and watered stock. We seek to do this through the enactment of laws, and want to get a body that has numbers enough to obtain such laws

without trouble. People in Boston have the same interest as the farmers of the West. The interest is mutual. All localities are affected by these extortionate freight charges. The western farmers purchase your manufactured articles and have to pay these extortionate rates, and consequently use less of them than they otherwise would. The way relief is to be accomplished is through union. We have a constituency that numbers half a million to-day. We are simply organizing and getting them in a position to transact business. It is the leading organization of the West, and our success is already assured. It is vital to our interests, and we shall continue to organize. We have a national grange at Washington and State granges in eighteen States. Then we have subordinate granges in cities, towns, under the same constitution, but enacting separate by-laws. We attach just enough of secrecy to the order to protect us from outside influence, and to have a general understanding of action. The State grange is a representative organization, elected by the subordinates; the State grange elects a master to represent it at the national grange. Thus we simply propose to carry out the old maxim, in union there is strength. In conclusion, Mr. Abbot said he came by authority from the national grange to establish the order in this State. They hailed all classes other than farmers, and hoped to find enough of the right class of men in Boston to establish one here.

In the *Scientific American*, we find some additional particulars respecting the system:

Both sexes are eligible to membership, and a certain amount of internal discipline is maintained.

These societies deal directly with producers, buying their supplies in quantities and paying cash. Contracts are made by agents with manufacturers to furnish various articles at the lowest price attainable. A list of parties thus agreeing is sent to every grange. If a farmer requires, for example, a reaper, a sewing machine, or a piano, instead of buying it from a middleman, he notifies the master of his grange, to whom he pays a stipulated prize. An order from the official to the maker procures the desired article, and the same process is gone through with for anything else that a member may need. Necessarily manufacturers are willing to sell to the granges; and in some cases, we learn, are satisfied to do an exclusive business with them. On their part, they save agents' commissions, and send their wares direct from factory to depot for a certain cash profit. There are no vexatious delays, time sales, nor bad debts to distribute, perhaps, among the bills of other customers.

It would almost seem as if our neigh-