

though during the past few days some degree of ease... citizen complains: "being a Government bond and able to saddle the taxpayer with its debts, holding

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A MARITIME EXHIBITION.

Nova Scotia will make a strong effort to secure the holding of a Dominion Exhibition in Halifax in 1906. And since it is true that Governmental assistance by way of subvention has become customary in the case of great fairs, having been granted other cities in Ontario and Manitoba for such occasions, there is no reason that Halifax should not get the next Dominion Exhibition. And, indeed, we hope that the formidable array of advocates, namely, President Longley, Mayor Crosby of Halifax, and Senator Black of Sackville (which though over the New Brunswick border, is loyal to Halifax in this matter), together with the eighteen members of Parliament for Nova Scotia, who are to press the Government for the \$50,000 subvention, will be successful, and that the Dominion Exhibition of 1906 will be held in Halifax.

That proud old city will make, we have no doubt, great efforts to provide a worthy display of Maritime Province field and mine and factory products. And if she is wise she will call to her aid the Cape Breton and New Glasgow industries, the fruit and fish canneries scattered over Nova Scotia, the factories of Moncton and Sackville, the wood and fish firms of the Miramichi, the granite and marble products of St. George. There are important concerns in Amherst, such as the Robb Engineering Company and Rhodes, Curry & Co., whose output is varied enough. And there are great firms and companies in St. John who could furnish large and admirable industrial displays. Nor must the halcyon Island of Prince Edward be forgotten. Let Halifax add these to her own re-

sources, and put the right kind of men to manage the affair, and she can produce an exhibition worthy of the name and aid of the Dominion.

AFFAIRS IN HALIFAX.

Our Halifax letter of Monday states that the flour merchants of Halifax have organized an association in connection with the Board of Trade of that city, the objects being to secure better terminal facilities for handling the export trade and the securing of fair freight rates from the West to that port. At the present time Halifax jobbers control a portion of the flour trade of the West Indies and practically all the flour trade of Bermuda, but are compelled, it appears, to make their shipments by American ports on account of the lower freight rates afforded these ports by the Canadian railways. The discrimination against Halifax and in favor of American ports on Manitoba flour amounts, it is alleged, to 21 cents per barrel, while on Ontario flours the rate to Halifax is only two cents per barrel higher than to New York. If it pays the railroads to carry flour for export from the Ontario mills to Halifax for only two cents more than the rate to New York it does not appear reasonable that they should demand a 21-cent discrimination in the case of Manitoba flour which must pass through the same Ontario points to both Halifax and New York. If the Intercolonial Railway were a company road it would long since have provided a proper flour warehouse at Halifax, for then it would be under the necessity of doing all in its power to bring business in its direction. But as a