

NOVA SCOTIA PROVINCIAL EXHIBITION.

Unusual interest is being aroused in different parts of Nova Scotia by the efforts of gentlemen, prominent among them the Attorney-General of the province. Hon. Mr. Longley has done good service by his presence at meetings in Yarmouth, in Middleton, Moncton, Digby and Kentville, and a strong point has been made in the arrangements effected, or about to be effected, with the railways, which lessen the burden of freight tolls to the residents of outlying parts of the province. When the people of Yarmouth and Digby find that special rates have been made for them, the distance to the Exhibition at Halifax will not seem so great. Indeed the response elicited by the meetings mentioned is very encouraging for the success of the Nova Scotia fair at Halifax this year. At the annual meeting of the Exhibition Commission held last week in Halifax the following officers were elected:

President—J. W. Longley.

Vice-President—E. B. Elderkin.

Secretary—J. E. Wood.

Treasurer—T. R. Black.

Bankers—The People's Bank.

Executive Committee—President Longley (ex officio); Messrs. Black and Bigelow for Government; Mayor Hamilton. Ald. Lane and Mr. McFatrige for city, and Mr. Wyman for the Farmers' Association.

A significant feature of the proposals for this fair is the arrangement for the presence of distinguished politicians, both Reformers and Tories. Political feeling is very strong in Nova Scotia, stronger possibly than even in Ontario, and it is tactical on the part of the management to have an afternoon for the Old War Horse of Cumberland, as Sir Charles Tupper is called, so that his admirers may listen to him, just as it will be a good card to have Sir Richard Cartwright present on another day. So great is the personal charm of Sir Wilfrid Laurier that thousands of even Tories will hear him gladly, and doubtless they will listen with respect to a Minister of Agriculture, who in addition to being a practical farmer is a scholarly gentleman.

Mr. Longley reminded his hearers at Yarmouth that Provincial Exhibitions, conducted on a large scale, are necessary to-day. The community which has them, which takes an interest in them, shows progress and prosperity, while the community which takes no interest in them is dying of dry rot. And he complimented Halifax on the public spirit with which its citizens had shouldered their share of the loss caused by bad weather during the fair last year. Some people, he said, spoke of the Exhibition as a Government affair, and others spoke of it as a city affair. It is neither. It is conducted by a commission appointed by the Government, by the Farmers' Association and by the Halifax city council. The commissioners give their time for nothing. He urged that Nova Scotians of the East and West should rally to the support of the fair as an important thing for the whole province. He wanted to see Yarmouth as much in evidence as Hants. Then he spoke at some length on the amusement part of the Exhibition, showing that all the great shows in Canada to-day are compelled to provide amusements for their patrons, because it was conceded that people do not want to be everlastingly looking at horses, fat cattle and hooked mats. They had therefore erected a grand stand capable of seating an immense concourse of people, and before this grand stand a show was given second to none in the Dominion. But there was another important feature about the Provincial Exhibition. It would give our people an opportunity to see and hear the great men of our country.

MANCHESTER AS A SEAPORT.

The enterprise and the very liberal expenditure of the city of Manchester in making a canal from that city to the sea has met with a large measure of success in adding to the foreign trade of the place. But not content with constructing the canal and making it known to distant places by means of visiting deputations, these restless folk are building a fleet of ocean steamers bearing the name of the city, to still further advertise it. We learn that the Mersey docks and harbor board at Liver-

pool have given notice to a number of the tenants of the board at the Canada dock to quit the premises they hold. This step is likely to still further reduce the already limited and totally inadequate accommodation the timber trade possess for conducting their business at Liverpool. That the timber traders at Liverpool do not like being thus shoved out to make room for traders of another sort may be very readily understood. Such changes mean, as Farnworth & Jardine point out in their May circular, a very serious disturbance and loss to an important business, which employs upwards of half a million tons of shipping during the year; "some 300,000 tons per annum have already been diverted to neighboring ports, chiefly to Manchester, and the present action of the Liverpool Harbor Board will tend to drive still more of the trade in that direction, and thus make Manchester the chief distributing centre of the timber trade instead of Liverpool."

It seems, too, that the Manchester people are neglecting nothing which can attract the shipper. They are providing the newest and most appropriate appliances for loading and unloading, and the promptest means of communication between the docks and the railway lines to the thickly settled country round about. In these respects it may be questioned whether Liverpool is equally well equipped. Possibly the feeling that she is not, and that some improvement is necessary, has dictated the changes, or rather the preparations for change, which are being so loudly complained of by the timber trade. A word now as to the ocean-going vessels which are being built especially for the Manchester Canal. To show the size of them the "Samoa" may be mentioned, which is 445 feet in length and of more than 8,000 tons. And a slightly larger vessel is the "Manchester City," which takes cattle as well as freight up the canal. On the 27th April there was launched at Jarrow-on-Tyne a steamer for this line, of nearly 9,000 tons dead weight capacity, named the "Manchester Port," whose sister ship, the "Manchester Merchant" is to be launched from the same yard in July; and the Guardian says that Messrs. Furness, Withy & Co. are likewise engaged upon two steamers for the Manchester Liners, Limited; these, the "Manchester Commerce" and the "Manchester Corporation," are to have dead-weight capacity of over 7,000 tons apiece, and there are two more building at West Hartlepool. This line of steamers is likely, we are told, to have intimate relations with Canadian trade, and considering the vast importance of Manchester as a distributing centre, Canadian exporters cannot but be pleased to have another string to their bow.

THE EXPORT TRADE.

Apparently greater progress has been made in the exportation of butter than in any other branch of the Canadian export trade. The difference between the price paid for Canadian butter and that paid for the best commodity in the market is gradually being reduced, but until this is done the efforts to improve trade conditions should not be allowed to slacken. The High Commissioner and all the Canadian commercial agents give considerable prominence in their recent reports to this branch of trade. Lord Strathcona says: "The 56-lb boxes seem to be in favor, but complaint is made of the dirty state in which the boxes arrive. The Australian boxes arrive clean and bright, fit to be placed immediately in a shop window. This defect, of course, can be avoided by bagging, but the addition to the price is resented. The attention of the steamship companies ought to be called to the matter, as the appearances of the packages in which the butter arrives must necessarily have a considerable influence on its sale, both in the case of wholesalers and retailers. There is no doubt that Canadian butter is now running the Australian product very close, but it should be shipped as soon as made, and not kept in cold storage. The quality must be maintained at a high and regular level, and supplies must be regular. What is wanted is for the creameries to have recognized brands, which will become known here."

We have for some time been convinced that by skill and painstaking a large and profitable export trade can be built up in furniture. Some success has been attained in this branch of industry. During the past year 3,454 packages from Canadian ports and 1,260 from United States ports have been landed in Liverpool. In a recent report on this subject the American