and the most perishable products in properly constructed cold storage chambers is no longer a matter of chambers is no longer a matter of ages of tender fruits were made from 11,584 tons, valued at £1,081,243 to 7,157 tons, valued and middle men, whose charges the great confederacy of nations over direction and of largely increased con-sequent profits to producers might be multiplied indefinitely, but a few will

APPLES.

There is an apple grown in the State of New Jersey called the "Jersey Cider." Under ordinary conditions it will not keep beyond the beginning of October, and is but an indifferent fruit at the best, both as to quality and appearance. In the summer of 1899 these apples were worth only seventy-five cents per barrel, with little demand. One farmer placed 500 barrels of these apples in the Reading Terminal Cold Storage at Philadelphia, where they were kept in perfect condition, until April, 1900. The manager of the termstated that they could have been kept the full year. In April the apples found a ready sale at \$4.50 per barrel. The charge for keeping the apples in cold storage was 50 cents per barrel, so that the farmer realized a net increase in price of \$3.25 per barrel, or a total profit of \$1,695. The bureau of industries for Ontario places the number of apple trees in Ontario orchards, fifteen years old and upwards, in the year 1896 at 6,221,324. As there were at that time upwards of three and a half million trees described as under fifteen years of age, it is safe to estimate that there are now quite as many trees of full bearing age as in 1896. It is now difficult to estimate the enormously increased profit which our farmers would realize were they enabled to hold their fruit and sell it as the market requires, and it is not, therefore, surprising that Prof. Robertson should have said before the Fruit Growers' association (report of 1898): "It would pay every fruit locality to have a special cold storage building and special agent to look after the transportation."

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With this view the liberal conservative party agrees, and its policy is to provide just such depots: modern, efficient and properly equipped buildings, not antiquated ice boxes such as the present government has erected at Grimsby, Ontario.

In 1899 experiments were made in the preservation of tender, perishable fruits by refrigeration at the cold storage of J. W. Hall, Dartford, England, with the following results: Strawberries kept three weeks; red currants, six weeks; cherries, four weeks; pears, six weeks; plums, from nine to ten weeks; grapes, nine weeks, and early fall apples, six months, all in the best condition. The important point to be noted was that the temperature of the chambers had to be varied to suit the peculiarities of the respective kinds of fruit; a precaution which has been utterly neglected by the present government of Canada when shiping our tender fruit to Great

The Agricultural society of California conducted experiments in shipping fuits in mechanical cold storage, which demonstrated its practibility. The published reports of this society Canadian cheese was difficult of sale been the facilities afforded that we show that a car loaded with fruit was at 42 shillings, in the same market, are annually losing millions of dolsent from California to New Orleans and at the same time. Flavor is due lars which should find their way to and back. During the trip the normal to the curing temperature mainly. temperature stood, outside the car, at When cheese has been cured in this an average of 95 degrees in the shade. Yet, when the car was opened at Oakland on its return the fruit was found

to be in first class condition. REFRIGERATOR CARS.

On 1897 a system of refrigerator cars, the invention of F. W. Hudson of Sydney, N. S. W., was installed on the South African railway from Rhodesia to Cape Town, a distance of 1,350 this line in the trying South African

Some idea of the magnitude of the market which awaits the Canadian farmer in Great Britain, when by a properly equipped and managed cold relative to the British imports in a single year. of fruits .In 1898 the mother country imported: tageously. The following extract, takthe leading authority upon this subject he grape growers have their own cold eted in the middle of the winter without much loss or waste."

ately that the possibility of mechanicsea voyages was demonstrated her anhual export began to rapidly increase and in twelve years it had multiplied thirteen times, reaching 65,000 tons. During this period she has also begun to take foremost place as an exporter

dairy produce. At present there are engaged in the the "Ormston" and the "Langton Grange," have a capacity of 225,000 cubic feet. Canada has 23 vessels rading from Montreal. The combined anadian fleet has less cold storage ural advantages we possess we ought

to Prof. Robertson, the shipments were only 5,411 packages, a decrease of nearly 2,000. An examination of varieties shows that there is a falling off in the shipment of peaches of 1,269 cases, and in apples of 445 cases, while tomatoes, grapes and plums entirely disappear from the list. Yet the minister of agriculture confesses to being aware of the successful shipment of peaches from South Africa to Great Britain, It is very evident that a few seasons more of the government's "perfect system" will put an end to our export trade in tender fruits, which, if properly managed, should be full of prom-

BUTTER AND CHEESE TRADE. There has been an increase in our export butter trade, gratifying, as far as it goes, but it has been owing, not to anything the government has done, but almost entirely to improvement in quality due to the establishment of creameries and to the stimulus given to the industry by the government of the Province of Quebec. On the other hand, our cheese trade in Great Britain is not in a healthy state. This trade, fostered and encouraged by the liberal-conservative administration, has developed into vast proportions. For-

tunately for this industry, it was able to make progress without complete modern refrigeration. All of our cheese exporters are, however, unanimously of the opinion that the employment of cold storage would materially increase the price of this staple product. The defects have, in a measure, been met by private enterprise at Montreal and other points where cold storage stores have been erectbut so defective has been the spstem in the interior that the press has been compelled, lately, to chronicle the failure of sustained by producers arises from the lack of curing rooms at the factories, fitted with proper cooling appliances and near-by warehouses where the cheese could be stored during the hot season. In the spring and summer months cheese of a superior quality can be made by ripening it under artificial conditions. Prof. Robertson, in his evidence, May 9th, 1899, says:-"Our cheese trade in Great Britain is not in a healthy state. The increasing wealth of the people there makes them much more fastidious in choosing their food. They have been for some twelve years continuously demanding a softer bodied cheese, such cheese cured in a warm climate develops a heated and strong flavor, to which the English consumer has a constant objection. While improving our cheese in richness and body we have not been able to retain, in a large quantity of our summer-made cheese, the clean, nutty flavor. Meanwhile the English than three to one; by France, nearly and Scotch makers have been making their quality superior. During last and by other countries by nearly two July we found English and Scotch to one. The British market offers encheddars quoted in active demand at ormous possibilities for our farmers in country at a temperature under 65 degrees we have a flavor like English cheddar. This has resulted in value of a difference of one and a half cents per pound when the two cheeses were

compared in December." We have but to improve our curing cheese until shipped, and also during transportation to vastly increase the net returns received from this product. steamers between Sydney and London, miles. Perishable products of various In 1899 we exported 198,401,436 pounds via the Cape. The present facilities kinds were successfully shipped over of cheese. If we take one half of this for shipping Canadian butter and quantity as having been made in the cheese are not such as will enable exsummer months, and for want of proper refrigeration in making and in increasing trade, save what can be transportation, selling for one and a half cents per pound less than would should be done by Canadian exporters farmers of the dominion, but it will otherwise have been obtained, the to- of tinned meats and vegetables, pre- stimulate all branches of trade. The storage and transportation system tal loss was the enormous sum of served fruit and condensed milk." This these margets should be brought \$992,007. This added to the loss on the furnishes additional evidence of the tail merchants, the artisan, the laborer within his reach, may be form- cheese sold in the home market would neglect of the present administration and the capitalist will be directly

Cherries, 401,800 lesson in cold storage which must con- our competitors. bushels; apples 3,458, 716 bushels; plums vince every farmer as to the desirabili-992,248 bushels; unenumerated raw ty of establishing a national system south of the line, the seasons in that plete working order. It is the one fruits, 2,177,131 bushels. Are our fruit of refrigeration and transportation. growers content that they should be The principal drawback in this trade Canada. This should furnish us with meet outside competition. Canada must shut out from their proper share of reported by the department at the close such a market? Our grapes are per- of 1899 was the fact that Canadian other perishable products, provided we haps not suited to the present tastes creamery butter, when taken from the possessed the requisite cold storage of the British consumers, but there is cold storage chambers, on the ships, facilities. Canadian apples are never within the boundaries of our own loses its flavor rather quickly. Moistcountry a great and growing market ure from the atmosphere condenses on for the farmers of the grape sections, its surface and the butter becomes once it is made possible by such a sys- | what is called in England "winded." tem as the liberal-conservative party | This defect can be remedied by the advocates to market this fruit advan- use of preservatives and defrosting his report published by the department chambers, where the temperature can of trade and commerce, August, 1899: en from the columns of "Cold Storage," be gradually raised to that of the outin the United States, bears directly by the present minister of agriculture from British Columbia in September upon this part of the subject: "In the for the increased price obtained for and October. If the suggestions in grape districts of Western New York | Canadian butter in the British market, storage, and their grapes can be mark- ish butter. It is certainly a reflection no doubt but the apples can be brought An illustration of the value to our storage by his predecessor, it has taken farmers of the British market, when the department four years to overtake a proper system shall be established, even the Australian product, while we is furnished by the story of the growth still lag far behind the Danish. We officer condemning the lack of enterof the New Zealand trade. In 1882 should long since have outstripped our prise and want of business ability upon that colony began with an export fellow colonists in the antipodes. Four trade of 5000 tons of meat. Immedi- days are required to place the Danish bars us from an excellent market in butter on the British market, while al cold storage transportation for long the product of the Maritime Provinces would reach the English market in six the colony of Victoria (with a populato seven days with a moderately fast tion but little exceeding one million) Atlantic service, while five days would be the limit with first class ships. No sterling. These exports included butvalid reason exists why Canadian but-ter, condensed milk, game, eggs, mutter should not sell at as high a price

as the Danish. The comparison set by the minister Australasian trade no less than 114 of agriculture, in his speeches, between teamships fitted with mechanical re- the butter of Australia and Canada is, rigeration. These vessels have a car- to put it mildly, somewhat uncandid. lying capacity of 7,342,150 carcasses of He refrains from explaining or taking mutton. Some of the ships, such as into account the causes which led to the falling off in the quantity and to the deterioration of the quality of the Australian butter, and with these causes ignored the comparison he makes is entirely worthless and misapacity than the two Australasian leading. In his report to his governessels above named. With the nat- ment for 1898-9, to which the minister had access, Mr. David Wilson, Dairy to employ even a larger fleet than our Expert of Victoria, showed the cause Australian fellow collonists, but ow- of the falling off of the butter output ing to the incapacity of the govern- of that colony, which was due entirely ment, our trade along certain lines is as stated by Mr. Wilson, to "the great the Australian system the producer our agriculturalists the steadiest and

the heavy mortality among dairy cows caused by the prolonged drouth would certainly cause the shrinkage of the butter industry to continue for some years after the drouth ceased we see why it is that the Australian trade has not yet recovered from the effects of this misfortune. And we also see that the minister of agriculture's comparison is uncandid.

Canada can produce the best poultry and eggs in the world. This fact is acknowledged by dealers in the United States and in Great Britain, who have small shipments to England will agree been fortunate enough to secure consignments in prime condition. Mr. C. C. James, deputy minister of agriculvalue of the poultry and eggs produced to account sales and in making a long, in the United States exceeded the en- long list of charges." tire product of gold and silver by 170 millions of dollars.

POULTRY. In 1898 Great Britain imported poultry to the value of more than three the right time and in the proper condition, Canadian farmers and poultry raisers do not realize more than onehalf of the prices they ought to command. In the absence of a cold storage system farmers, except some of posit their dressed poultry in receiving stations, knowing that in the hottest weather it would be as safe as in mid-winter, and then, when the market one extensive private enterprise, thus is favorable, sell to the local buyers fruits shipped and preserved in cold or ship to Great Britain. In the West- storage, proving two things; first, ern States we have an object lesson of that our farmers can and do raise the the benefit conferred by a cold stor- best fruits of their kind in the world, age system upon farmers and stock and, second, that there are no insuraisers. There the great packing com- perable difficulties in the way of putpanies do for their own benefit, and in ting that fruit successfully and in servative party propose shall be done basis; yet, even after paying large transport and handle the fruit for the profits to private companies, the farm- Paris exposition is an evidence that ers of the west are great gainers. During the year ending February 28th, 1900, Great Britain imported 16,119,082 great hundreds of eggs. Of this quantity Canada only furnished 663,514 great hundreds. Even Russia sent 4,292,514 great hundreds. With our facilities for producing the best eggs in the world, at the lowest cost for production, we were able to supply but one twenty-sixth of the eggs imported into Great Britain, being distanced in the race by Belgium in a ratio of more than three to one; by Denmark, more the pockets of Canadians.

AUSTRALIA COMPARED WITH CANADA.

trade and commerce for 1899, Thomas Moffat, the Canadian commercial butter trade is almost exclusively in porters to secure any portion of this ed by a perusal of the returns aggregate at least one million dollars to secure for Canadian products a benefitted. It is safe to say that such The butter trade furnishes an object ed by us and certain to be exploited by

seen on the Sydney or Melbourne markets, but California apples bring from six pence to one shilling per pound. Mr. J. S. Larke, commercial agent for Canada in Australia, says in "I am advised that arrangements are side atmosphere. Great credit is taken being made to ship apples and onions former reports are followed and the fruit shipped in cold storage, I have upon the minister when he confesses here, to arrive in October and Novemthat, having been provided with cold ber, to advantage. It is simply throwing money away to ship them as heretofore as ordinary cargo." Here again we have the evidence of a department the antipodes.

The perishable products exported by were in 1898-9 valued at 1,112,725 pounds ton, lamb, veal, beef and fruit. All of these articles are produced in Canada. We should be able to distance Australia in condensed milk, which Great ers of all kinds, sufficient to secure Britain imports to the value of 1,435,-951 pounds sterling annually, and yet the returns demonstrate that our share in this trade is infinitesimal. Furnished with a complete system of cold storage and transportation Canadian products, of the foregoing class, would successfully compete on any market

in the world. In Australia advances are made by but the rapid placing of the more perthe government, at the discretion of ishable products of the dominion upon the minister, on perishable products the markets of Great Britain. consigned for export, interest being charged on the same at the rate of storage and transportation already set five per centum per annum. Under forth, which will not only secure to not increasing, but is absolutely fall- drouth that extended over the seas- knows to a farthing the cost of placing best prices for their produce and reduce

at £670,000. When it is considered that are frequently enormous for cartage, wharfage, storage and other incidentals.

Mr. Brodle, a Montreal shipper of apples, speaking before the Fruit Growers' association, said: "The dock charges were something tremendous also cartage fifteen shillings on fifty barrels of apples from London dock to Covent Garden market, about twelve and a half cents per barrel."

To the above statement Prof. Robertson added: "I think anyone who has large experience in consigning with Mr. Brodie, that the English commission merchant has wonderful facility and thoroughness in devising ture for Ontario, has stated that the new items of expenses, that he can add

It has been claimed by the minister of agriculture that he has succeeded in establishing a "perfect" system of cold storage. In proof of this statement he is only able to point to one millions of dollars. Of this Canada isolated "ice box" established at only supplied a very small part. It is Grimsby, Ont., from which fruit has no exaggeration to say that because of been shipped to Great Britain, at a loss their inability to market their poultry of thousands of dollars to the tax payto the best advantage and to place their ers of Canada. The total increase surplus upon the British markets at made by the government for cold sterage, from 1895 to 1899, has only been the meagre sum of \$28,401. Statistics show that there are in Canada 416,400 farmers, therefore the effort put forth by the present minister of agriculture on behalf of cold storage those living near great cities, must and transportation on railways and wait till cold weather before killing steamships amounts to the pittance of their poultry. With a system such as less than eight cents for each farmer. the liberal-conservative party propose This record disposes of any claim to establish they could kill at any that the liberals may set up that they time, regardless of the weather, de- understand or care for the agricul-

tural interests of Canada. At the Paris exposition Canada has won gratifying distinction by reason, among other things, of her exhibit of a partial way what the liberal-con- prime condition on the markets of Europe. That the officials of the governhere by the government on a national ment have been able to successfully the failures which have attended upon previous shipments were not unavoidable, but due to imperfections in the system which the minister of ag-

riculture imagines to be perfect. . It must not be forgotten that Great Britain is the greatest importer of food products in the world, and today possesses the largest cold storage stores. They are situated at Southampton, the main building having a capacity of 2,173,000 cubic feet. Already \$1,500,000 have been expended in the construction of the plant. Contracts have been four to one; by Germany, five to one, from Tasmania, Australia, Florida and the West Indies. The company will about 60 shillings per 112 pounds, while the egg trade, but so defective have phia live cattle and vast quantities of fied in that agreement, as approved by to have a promise of a government appointment fulfilled before the impendreceive from New York, Baltimore, Argentine frozen mutton, live cattle In the report of the department of ducts to all parts of the United King. ducts to all parts of the United King- way. dom. Southampton is the open door agent for Cape Colony, says: "The to the metropolis of the world-Lonrooms and provide cold storage for the the hands of Australians, who ship to so controls depots at Cardiff and in of the government, we would have the occupied the chair, and N. Marks Mills South Africa in large quantities in cool London, as well as controlling the on- right to insist—that in the interchange chambers provided in the regular ly established line of refrigerator cars of traffic we shall be given the same convention tendered the nomination to now in operation in the United King-

CONCLUSION.

The cold storage policy of the liberal conservative party is national. Its beneficial effects will be felt in every done through England. Something province. Not only will it benefit the highly profitable market, now neglect- a national system as has been outlined would increase the receipts of the agricultural classes of Canada by at least Owing to Australia being situated fifty millions of dollars, when in comhave mechanical refrigeration or our farmers will be driven to the wall. The spasmodic attempts made during the past four years are but object lessons which demonstrate the utter incapacity of the present administration to grasp this problem of vital importance. In establishing a national system no injury will be done to private enterprise. The cold storage warehouses already built can be utilized, and, when necessary, improved. The owners will be only too glad to enter into arrangements whereby the volume of their business will be increased and a fair interest secured on the capital invested. It may be said that much of the work proposed to be done should be left to private enterprise. To this objection the answer is: It is the duty of the government to suit its action to the requirements of Canada. In assiting the producer the government assists private enterprise in doing what is best for the whole people. No hard and fast rules can be laid down, the absolute dogmas of scientific socialism and laisser faire are equally to be guarded against.

The policy dealt with in the foregoing pages is to be regarded as an important and necessary part of the general trade and industrial policy of the liberal conservative party. This general policy includes:

(a)The policy of tariff protection to Canadian manufacturers and producthem against unfair competition in their natural and rightful home market, thus ensuring diversified employment at living wages for Canadian labor and profitable employment for Canadian capital

(b) A fast Atlantic service of steamships equipped not only to guarantee the safety and comfort of passengers

(c) The national system of cold off. For example, as shown by on of 1895-6, 1896-7 and 1897-8." As his product on the foreign market, the loss through waste to a minimum,

to the people of the motherland that the great confederacy of nations over which the British flag floats, is easily capable of becoming independent of the rest of the world for its food sup-

ply. (d) Mutual imperial preferential trade, not a one sided arrangement destined to failure because of its inherent unfairness, but an arrangement by which the products of the dominion will be given preferential tariff treatment throughout the empire in return for the preferential treatment given to us by the people of Great Britain and by our fellow coionists. The advantages which the people of Canada would derive from such an imperial trade policy are self-evident. To the farmers of the other provinces a small duty levied by England on foreign agricultural produce would mean very greatly increased demand for their products in the best market in the world. It would mean to the people of our Northwest Territories—the great grainary of the continent-such an almost incalculable advantage that our wild lands would be speedily populated by progressive farmers, these in turn previding manufacturers and merchants with an increased home market, and so stimulating every branch of industry in the dominion.

CHARLES TUPPER.

PRES. SHAUGHNESSY

Writes Another Letter to the Hon. Mr. Blair.

And Assumes That the Latter is Ready for Business.

The following letter was written by Pres. Shaughnessy to Hon. Mr. Blair on the date indicated. It speaks for it-

18th September, 1900. The Canadian Pacific Railway Co., Montreal:

Deer Sir,-September 3rd I wrote you on the subject of an interchange of import and export traffic between this company and the Intercolonial, requesting an early reply, because of the lateness of the season, but up to this time, I have not been favored with an answer. Your silence can hardly be held to indicate a determination on the part of the government not to open the Intercolonial as an export route to St. John and Halifax, in view of the vast expenditure made by the government during the last couple of years in providing steamship terminals for the Intercolonial at St.

It cannot be that the division of rates Trunk Railway company was unfair stood that his demands for the re-apto the Intercolonial railway, because are precisely the same as those speci- friends of another man, who is anxious Australia frozen mutton, beef, poultry, there is no disposition on the part of ing doom of the government, have also the government to discriminate be- been very much in evidence. He detween railway companies or individu- serves well of his party, and his apand sheep. From the central depot it als in the charges for the carriage of pointment would be generally acceptis proposed to despatch by means of the same classes of traffic between the able. The liberal county convention

expect—indeed if we were dealing with enough delegates to comfortably fill don. The Southampton company al- a private railway corporation, instead terms as are given to any other company routing traffic over the line between Montreal and St. John or Hali-

Taking it for granted, therefore, that the Intercolonial will accept in the division of the rates the proportions specified in the Grand Trunk agreement, viz: 375 miles on St. John and 425 miles on Halifax as its compensation in full for the carriage of import and export traffic between Jacques Cartier Junction, Montreal, and these points, we shall regulate our winter business accordingly.

The steamship companies that have heretofore made St. John their winter terminus will, within the next couple of weeks, desire to renew arrangements for the coming season. We shall refer them to the officials of the Intercolonial, and I have no doubt that you will give such instructions as will ensure a regular ocean service to Liverpool, London, Glasgow, Belfast, Dublin and Manchester from the time navigation closes in the St. Lawrence until it opens in the spring.

In order that the port of St. John may not be prejudiced, and the steamship lines embarrassed, a prompt and satisfactory train service will be required. I am sure that we may rely upon the Intercolonial officers to see that the export traffic controlled by this company, which we intend to hand to the Intercolonial at Jacques Cartier Junction during the coming season will be moved to the steamers' side with regularity and despatch. In return, we promise that all import traffic delivered to this company, as mentioned in my letter of September 3rd, will be transported over our line to the satisfaction of everybody concerned. Yours truly.

(Signed), T. G. SHAUGHNESSY, President. Hon. A. G. Blair, Minister of Railways and Canals, Ottawa, Ont.

21st September, 1900. Dear Sir,-Your letter of the 18th

mine of September 3rd, only reached me late Wednesday afternoon, and, therefore, I was unable to reply before leaving for the west yesterday morning.
There was nothing equivocal in our

proposition. All of our controlled ex-

port traffic was distinctly specified, so

that there was no grounds for your

apparent apprehension that the more profitable business might be diverted The junction point mentioned in your agreement with the Grand Trunk is Montreal and not Ste. Rosalle, hence in submitting our proposition I named Montreal as the point of interchange, in order that we might be in exact

conformity with your Grand Trunk agreement.

amount of export traffic which that company is at liberty to hand to the Intercolonial. On the contrary, it is clearly their privilege to give the Intercolonial their entire export traffic, or any portion of it, without notice. We are warranted in assuming that the government would not have entered into a contract of this character with a company whose winter export tonnage is, if anything, greater than our own, without having made the necessary preparations to handle the businers. Although the Grand Trunk company may hold this privilege in reserve, you will probably find upon inquiry, that, with its shorter line to Portland, and its excellent facilities, it will continue to send its business eo that port and the Intercolonial is offered our business instead on precisely the same terms. I can quite understand that if the Grand Trunk were delivering its export business, or any considerable portion of it, to the Intercolonial, the additional traffic coming from the Canadian Pacific might overtax the Intercolonial facilities, but it is not easy to see why this should be the case under existing conditions.

Although nearly two months will elapse before the winter exports com-mence to move, it might have been more convenient for all parties if earlier notice could have been given, but in view of our earnest endeavors during the past two years to secure a settlement of the several traffic questions in dispute between the government railway system and this company you will, I am sure, absolve us from any responsibility whatever for the delay. Yours truly, (Signed), T. G. SHAUGHNESSY,

President. Hon. A. G. Blair, Minister of Railways and Canals, Ottawa, Ont.

ST. STEPHEN.

R. E. Armstrong, Editor of the St. Andrews Beacon, Chosen by the Liberals of Charlotte as Their Candidate.

Hon. Mr. Blair's Car the Mecca of the Wire-Pullers and County Healers - Want J. D. Bonness Re-appointed.

ST. STEPHEN. Sept. 28.-Hon. A. G. Blair and Sir Louis Davies came to town today in the private car of the minister of railways, and the car has since been the Mecca of the officeseekers and the wire-pullers of the party. A gentleman who wanted to be sure of an audience with the powers is an obstacle, unless it be admitted that be came from McAdam this mornthat your agreement with the Grand ing in the private car. It is underpointment of J. D. Bonness to the cusparliament, and we are convinced that pointment fulfilled before the impendin the Moore building. Free trans-Clearly then we have the right to portation by boat and rail brought W. F. Todd, M. P. P., who declined to walk into the trap. The convention then nominated R. E. Armstrong, editor of the St. Andrews Beacon, who, rather than see the county go by acclamation, allowed himself to become the sacrifice. It is said that the bauble which allures him on is the control of the county patronage in case the government is sustained. He can have little hope of election, and even if the government should be sustained, the man who now controls the patronage has in that respect adopted the British principle of "What I have I'll

hold. The convention was addressed by the candidate, by Hon. A. G. Blair, Sir Louis Davies, W. F. Todd, M. P. P., Hon. Senator Gillmor, N. Marks Mills and Geo. R. Byron of Welchpool. The speeches were all harmonious, excepting that Hon. Senator Gillmor claimed to have obtained all the appropriations made for Charlotte county, which jarred somewhat upon Candidate Armstrong, who has been wearing this feather in his cap. God Save the Queen was sung, and lithographs of Sir Wilfrid Laurier were distributed. The companion picture of his partner, Hon. Mr. Tarte, did not accompany it, and the loyal liberals of Charlotte were spared this reminder of the course of their leaders at the outbreak of trouble in South Africa. Afterwards the ministims and a number of the delegates were entertained at supper at the residence of W. F. Todd, M. P. P. This evening a large audience greeted Hon. Mr. Blair and Sir Louis Da-

vies in the rink. James G. Stevens, jr., was chairman and prominent members of the party occupied seats on the platform. R E. Armstrong was the first speaker. His reception was kindly, but by no means cheering on account of enthusiasm. Sir Louis Davies apologized for the absence of Hon. W. S. Fielding, He was very anxious for the support of the young men. Hon. A. G. Blair's speech was principally characterized by a brazen effort to resurrect the inst., from St. Stephen, in reply to dead and obtain votes through his former assiciates here in local politics. It was the first time that Mr. Blair had spoken here, and his effort was very disappointing to the ardent liberals who have admired the man at a

RACE RIOT TH REATENED.

distance.

COLUMBIA, S. C., Oct. 1.—This morning at 12.50 o'clock Governor Mc-Sweeney received a telegram from Mayor W. D. Morgan of Georgetown; S. C., appealing to have the militia ordered out to suppress a threatened race riot. The governor immediately wired Col. Sparkman of Georgetown to have his cavalry troops hurried there. The trouble was caused by a negro killing A careful analysis of your agreement with the Grand Trunk discloses no-