it starts in life, as vigorous as ever, at another. The Fruit Growers' Association, in particular, notwithstanding the low rates and special facilities we have given by way of extra trains at additional expense, has been fruitful in propagating the enormous and unjustifiable impressions of which I complain. The Association claims to represent the more intelligent portion of the community. Well, if these things are done in the green tree, what may be expected in the dry?

I have written at this length and strongly on the subject, because of the utter injustice with which we have been treated. I am quite at one with you that the interests of the railway and of the producers are largely identical, and that each must share in the prosperity and adversity of the other. While we have departed so largely from the strict commercial principle, and made such substantial concessions, all I would ask in common fairness is that shippers should recognize the doctrine of "live and let live." I cannot turn the railway altogether into a charitable institution,—we too must live.

I am, dear sir,
Yours truly,
P. Innes,

General Manager.

[COPY.]

WINDSOR AND ANNAPOLIS RAILWAY,

GENERAL MANAGER'S OFFICE,

Kentville, 6th February, 1886.

Dear Sir,—At the recent meeting of the Fruit Growers' Association of Nova Scotia, considerable discussion was had on the question of Rates for Apple Shipment to England, and the opinion was generally expressed that the rate via Halifax was so high, in comparison with the rates from other ports, as to be injurious to their market. A Committee was appointed to look into the matter, who have communicated with me on the subject. To enable me to give a satisfactory answer, I will esteem it a great favor if you will kindly inform me what this season's rates have been, viz.:—

1. The steamer rates from New York to London and Liverpool, and also the rates from Boston, Portland, and Montreal? If different steamship lines have different rates, it would be an advantage if you could quote them?

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