

our farmers are only to be allowed $2\frac{1}{2}$ bushels for filling the new barrel with potatoes, they will lose a half bushel at least on every barrel. Legislation defining a standard barrel for potatoes, with the weight it will contain is of equal importance with apples.

After a lengthened discussion, it was moved by George Thomson and seconded by P. Innes:

"That this association petition the

Dominion government to change the act coming into force on July 1, next, regarding the size of apple barrels, so that the barrel shall contain 100 quarts (U. S.) instead of 103 quarts (Canadian) and that the quantity constituting a barrel of potatoes shall be 174 pounds; and further resolved, that the secretary communicate with the secretary of the Ontario fruit growers association, inviting them to co-operate in the matter with this association. Carried.

BILLS OF LADING.

Protests Against the Present Contracts, Which Place the Fruit Shipper at a Disadvantage.

This subject was considered by Dr. G. E. DeWitt, who said:

I have been requested to bring to the consideration of this session of the Nova Scotia Fruit Growers' Association certain conditions touching bills of lading with reference to the carrying of apples. In doing so I may not gain the esteem and commendation of the steamship companies. Our object in this convention is that in our intercourse and deliberations we may without fear or favor from any class of steamship companies or individuals, evolve and put in practice such principles as shall result in mutual good and profit.

The clause in the bills of lading now in use, which particularly affect the shipment of our apples is clause 1, which reads as follows: "That they shall not be liable for loss or damage done to goods by sweating, insufficiency of package in any respect, leakage, breakage of any kind, pilferage, wastage, rottage, rain, spray, rust, fire,

heat, frost, decay of any kind, contact with, smell or evaporation from any other goods, or loss arising from inaccuracies in obliteration, insufficiency of or absence of marks, numbers, addresses, or description of goods shipped, or injury to wrappers however caused." The words in this clause to which I think this association should take exception are, "breakage of any kind," "pilferage," "rottage," "rain, fire, spray, heat, frost," "injury to wrappers." Why should the shipper be responsible for breakage or pilferage, or damage done by rats, or rain, or fire, heat or frost? If the apples arrive in the cars at the port of export in good condition and if through the

Carelessness or Rough Handling

of the steamship companies, the goods are injured or damaged in any way, when loading, or in transit, or unloading, why should the loss be borne by the owner or consignors? Apples are rolled from the cars in Halifax on to the wharf, put into slings and carried in the slings into the hold of the ship.