

steamer to Boston, and again reshipped there for London, with all that changing and extra handling at 4 cents per barrel less than they can be sent direct by train and steamer to London with but one handling in Halifax. And when we consider that the steamers from Halifax are paid a fairly liberal subsidy of our money, while that from Boston receives no subsidy whatever, it will readily be seen that something is wrong somewhere. It will be claimed, I presume, that there are more steamers seeking freights at Montreal, Boston and New York than at Halifax, and that therefore the competition at those places keeps down the rates. This may be true, but what is the subsidy given for if not in some way to help to even up or counterbalance the reduction created by this competition? If it does not help to secure cheaper freights, then it does no good and had better be withdrawn.

The excessive rate of 90 cents per barrel, plus the charges on the other side, of commission, cooperage, truckage, dockage, light-erage, and a lot of other things, sometimes I fear including "steal-age," brings the entire expense up to the vicinity of \$1.35 per barrel. And some seasons that is about all the apples sell for in the London market, sometimes, indeed, not even bringing that amount. At such times the transportation companies and the people on the other side scoop in the whole business, leaving the poor fruit grower with nothing but a clear conscience—a realization of the fact that he, by his long season's toil has helped to keep up "A vaster Empire than has been." This is no fancy picture. Every fruit grower present has had such experiences as these during some years. Last season wher prices were better, results were more satisfactory; but these would have been even more satisfactory if the conditions were what they might be.

But excessive freight charges are not the only things which tend to make the fruit growers' conditions burdensome. Quite frequently the fruit is injured during the passage across. Too frequently, indeed, the words "heated," "slack," "open" &c. on the account sales tell the story of the over heated and badly-ventilated steamers, or of careless handling resulting in a realization of less than half the market price. And why should the steamship companies be careful about these things? Why shouldn't they pack the cargo close and fill up the holds clear to the decks?