

shipment would be left to the Packing Committee, the undersigned at the request of the other members, contracted with Mr. Full for the manufacture of barrels, and had them and other material requisite for packing distributed as required.

The undersigned attended personally to the packing of all the apples selected by him, which took up a good deal of time and involved much travelling and laborious attention to details.

The undersigned, acting on the advice of men of great experience in the apple trade of Nova Scotia, opened communications for the sale of all the apples with Messrs. J. C. Houghton & Co., of Liverpool, and Messrs. Nothard and Lowe, of London, explaining fully to them the nature of the experiment which was being made by the Association. * * * The 35 barrels referred to were consigned to Messrs. Garcia & Jacobs, of Covent Garden, London, a firm of standing, with whom, or their Canadian agent the undersigned had no previous communication. The other 98 barrels were consigned to Messrs. Nothard & Lowe, of Tooley St. London, and consisted of 12 barrels Spys, 19 Ben Davis, 37 Pewaukees, 7 Baldwins, 9 Talmans, 4 Swaars, 5 Golden Russets and 5 Ribstons. In this way the apples packed by the other members of the Committee were, on the undersigned's suggestion, given the advantage of the arrangements he had made with J. C. Houghton & Co., of Liverpool, for the sale of a portion of the fruit in that market. This seemed to be the most desirable arrangement as the apples packed by the undersigned were of late varieties and could better withstand the effects of the extra handling involved in going to London.

The undersigned made application to the Beaver Line, through their Charlottetown agent, Mr. N. Rattenbury, for suitable space on the "Lake Winnipeg" and on the arrival of that boat in Charlottetown secured the services of Capt. McMillan, Chief Engineer of the "Stanley" to assist in selecting well ventilated space for the entire apple shipment of the Association—the steamer not being fitted with proper cold storage. Through these efforts a most desirable position was obtained for these apples right beneath the large ventilating shafts in the aft part of the ship. The removal of the entire apple shipment from Peake's No. 2 Wharf, on which they were stored, to Poole & Lewis' Wharf was necessitated at the last moment. The undersigned attended personally to the removal and overlooked the loading and storing until near midnight, of the day previous to the departure of the Steamer, when the last barrel and box were put in their places on board the ship. No rough handling was permitted on this side of the Atlantic.

The apples were shipped on through Bills of Lading to London at 3 shillings and 10 pence per barrel to go from Liverpool to London by sea. As explained in the letter of Messrs. Nothard & Lowe, that firm ordered their carriage from Liverpool to London by rail, being, as they say, the more advantageous way. The additional cost was one shilling per barrel, making the entire freight four shillings and ten pence.

Herewith attached are the Return Sales * received from both firms, already mentioned, with the statements in detail of the expenses incurred on this side of the Ocean, the amount paid for the purchase of apples and barrels, the amount