

## FRUIT REPORT FROM SASKATCHEWAN

### Second Letter on State of the Market Received from Pro- vincial Commissioner Met- calfe—State of Trade

The second report received from Mr. J. C. Metcalfe, commissioner for British Columbia, to the markets of the prairie provinces, has just been received at the provincial department of agriculture, and is published below for the information of fruit growers and the public generally:

Moose Jaw, June 6, 1910.  
W. E. Scott, Esq.,  
Deputy Minister of Agriculture,  
Victoria, B. C.

Dear Sir:—I have the honor to report as follows:  
Moose Jaw, May 31: Idaho cherries are coming into this point now. Mrs. Symington, manager of the Rex Fruit Co., here, informed me they cost, laid down this point, \$1.85 per case of 10 lbs. California cherries, per case 10 lbs. \$2.15. Selling retailers—Idaho cherries, 10 lb. case ..... \$3.50  
Idaho cherries, 10 lb. case ..... \$3.50  
Further stated that the fruit is being quoted there, per case, 45¢, and reports from that point heavy crop of all varieties of fruit, and the same from California.

Regina, June 1: Mr. Anderson, manager for the Vernon Fruit Co., here, stated that their company was putting men in the provinces of Alberta and Saskatchewan, located at each of the following places: Calgary, Edmonton, Regina and Saskatoon, and will be in a much better position than formerly to look after the fruit trade. Hood river strawberries are coming in here now, and selling to retailers at \$4.50 per case, and are being brought through by express in carloads to Winnipeg, and distributed from there. The express rates from Hood river to Winnipeg, \$1.85 per 100 lbs. minimum 20,000 lbs. Seattle express rates in carload 15,000 lbs. minimum 15,000 lbs. strawberries have arrived at this point to date, June 1.

Mr. Smith, manager Macpherson Fruit Co., here, stated from present reports received, all indicate a heavy crop of the different varieties of fruit from California, Idaho, Washington, Oregon and Ontario, and looked for prices to rule low for all kinds of fruit, and especially for peaches.

Winnipeg, June 6: McNaughton Fruit Exchange here, auctioneers and fruit brokers, reported having received this season four carloads of cherries from growers at Mission and Hatzic, B. C., on commission.  
First car of 616 cases arrived April 29.  
Second car of 540 cases arrived May 9.  
Third car of 735 cases arrived May 16.  
Fourth car of 560 cases arrived May 26.  
Stated it would not average 75 cents per case, on the four carloads. Freight from Mission to Winnipeg, 45 cents per 100 lbs. minimum. Freight rate from Hatzic to Winnipeg, 45 cents per 100 lbs. minimum. This rate, they believe, is about one mile apart. Cars averaged about six days in transit. A few crates of strawberries arrived here, the 4th, from the Lower Mainland, B. C., arriving in fair condition, but poorly graded and packed, somewhat green and baskets of apples. The following is a report of fruit received and sold by auction by the McNaughton Fruit Exchange, Winnipeg, for the year 1909:

Ontario Shipments via Freight  
154,978 baskets of grapes  
5,912 baskets of pears  
1,435 cases of peaches, minimum  
524 baskets quinces  
8,058 baskets apples  
591 cases apples  
99 baskets egg plant  
221 cases cabbage  
37 baskets nuts  
61 baskets cherries  
5 baskets onions  
15,227 baskets peaches  
2,641 cases peaches  
15,378 baskets plums  
27,208 baskets raspberries  
435 baskets peppers  
1,133 cases strawberries  
200 cases quinces  
979 dozen corn  
32 baskets muskmelon  
32 baskets gooseberries

showing a total value of \$27,333.33. Of the above total 199,483 pieces from the St. Catharines Storage company, St. Catharines.  
British Columbia Shipments via Express  
622 cases strawberries  
1,266 cases plums  
851 cases raspberries  
31 cases pears  
29 cases apples  
249 cases rhubarb  
472 cases gooseberries  
11 cases quinces  
11 cases quinces

1,255 cases.  
This report does not include apples in barrels received from Ontario.  
Re-Thomas, manager, St. Catharines Cold Storage Co., has been here at Winnipeg and completed arrangements with the McNaughton Fruit Exchange to sell their fruit for this season. The following is a copy of a report, or circular, received from the St. Catharines Cold Storage Co., St. Catharines, Ont., by the McNaughton Fruit Exchange, Winnipeg.  
"The danger from frost is now over in the Niagara peninsula, and prospects are for a fair crop of apples. The fruit is doing along fine and promise a full crop. Sweet cherries, full crop, sour cherries, medium crop. Apples, variety, plums look well and will be better than last season. Pears have set well. Some promise a full crop. Grapes will be a medium crop of very fine quality. All fruit will be a little earlier than last season."  
"The company shipped over 60 cars to Winnipeg in 1909, and will likely send a larger number this year. They are preparing to pack their pears, peaches and tomatoes in the Western provinces and use the same packing material. The people can look forward to getting a good supply of Ontario fruit from this point."

This company ships all fruit by freight in carloads by Grand Trunk and across lake, via Milwaukee, St. Paul to Winnipeg, avoiding Chicago with its congested yards and delay there. Cars 4 days in transit. They pre-cool all fruit and ship in ice chest.  
The following is an extract from a letter dated May 4 from a North York grower and shipper, giving estimates in carloads of different varieties of fruit at that point this season, and received by one of the jobbers here, and was handed me to read:  
Peaches ..... 200 carloads  
Pears ..... 200 carloads  
Plums ..... 200 carloads  
Apples ..... 2,000 carloads  
He reported prospects for a very heavy crop of Idaho apples, and reports the same. Allowing for over-estimation, from present reports the indications are for a good crop, and the market will be necessary for our growers and shippers to get their quotations into the hands of the wholesalers and retailers, being ready for shipment for the purpose of including dealers to wait until our fruit comes in. There is a danger that the markets may be glutted to some extent, interfering with the sale of our fruit product from the fact of our fruit being later in ripening and shipping. It will be further necessary for our growers and shippers to use the greatest care in putting up their fruit in every respect, as the better products will find a ready sale and the higher price. The American shippers this season in pushing their fruit, and the fruit products through these provinces, will necessitate us as growers and shippers of our fruit to use the same care in our packing means and methods at our disposal.  
(Signed) J. C. METCALFE,  
Commissioner.

## GRAND TRUNK COMPANY ISSUES A PAMPHLET

Interesting Folder Entitled "Summer  
Chances in Northern B.C."  
Much to Say of This City.

The Grand Trunk Pacific Company has issued a folder for its Pacific Coast service to be inaugurated on Monday next, entitled "Summer Chances in Northern B.C." Pictures of the route, the scenery, the Government Buildings of Victoria, and many other views of Alert Bay, Prince Rupert, and other points shown. Of Victoria the pamphlet says:

"Where the Victoria Arm meets the harbor, and directly opposite the Parliament Buildings, adjacent to the Post Office and Custom House, and a few streets west of the city, the Grand Trunk Pacific docks are most conveniently and attractively situated. Where the steamship lays over for several hours, enabling tourists to 'do' the city in the half-day coaches or by carriage, always ready for the purpose, the always particularly interesting and restful atmosphere of the city induces a longer stop-over in the several excellent hotels catering especially to tourists."

Victoria, which lies at the southern extremity of Vancouver Island, is the capital of British Columbia, with a population of 40,000 people. Near it the great harbor of Esquimalt, with its graving dock, long used as Great Britain's chief naval base in the North Pacific, and the Canadian Government has now undertaken to maintain it. Victoria is a port of call for the Pacific coast, and the Canadian sailing fleet, consisting of about forty schooners, "barks" from Victoria, but this industry has declined in recent years, owing to international complications, and many of the vessels are now in the harbor. The whaling industry, which was once a great industry, is now a thing of the past.

"Victoria has an ideal climate with plenty of sunshine, mild winters, and a long season of pleasant weather. Its climate is one of the most ideal in the world. The city is a beautiful one, with its many parks and gardens, and its many beautiful residences and English gardens must remain to attest the fact that the climate is one of the most ideal in the world. The city is a beautiful one, with its many parks and gardens, and its many beautiful residences and English gardens must remain to attest the fact that the climate is one of the most ideal in the world."

It would appear that the Argentine government intend to enter the race for the discovery of the Antarctic Pole, as it has just placed an order for a ship with an American firm of shipbuilders for exploration services in the Antarctic region. The ship, which is now being built, will be a very strong and powerful vessel, and will be fitted for polar work. Her displacement will be about 1,000 tons, and auxiliary steam engines will be fitted. The cost of the vessel is given as \$100,000. It is stated that the French, Spanish and German firms tendered for the construction of this ship, but as in the case of the Argentine battleships, the Americans managed to secure the contract. One would naturally suppose that the European nations could have built a ship for this purpose equally well and cheaper than the American builders. Evidently the Europeans have not discovered the right wire to pull. No details are to hand as to the time the expedition shall start, or the names of those likely to conduct it.

Seven Grain Ships  
SAN FRANCISCO, June 9.—During the past few days seven grain ships have been chartered at the union rate of 22 shillings and 9 pence to load barley here for the United Kingdom. Balfour Guthrie & Co., London, the French bark Bretagne, French ships America and Ernest Rose, and Hind, Rolf & Co. the British bark Inverness, and the French bark Villebois Mareuil.

Rhodes Scholars Too Young  
CAPETOWN, June 8.—Interviewed today, Dr. G. R. Parker said the failure of the Rhodes scholars in South Africa was not the fault of the men themselves but in the manner of selection. They were chosen when too young and too undeveloped mentally, thus the selection attracted more inferior than superior to their intellectual powers. Dr. Parker suggested the establishment of a real teaching university, where scholars may receive the necessary preliminary grounding.

Miss Yvonne Blackstock, who is visiting in Vancouver, is the guest of Mrs. Charles Wilson.

## CANADA HOLDS TENTH PLACE

### Marine Department Issues List of Shipping of the Dominion Which Shows Canada Tenth Among Shipping Countries

The marine and fisheries department has issued its nineteenth list of shipping of the Dominion of Canada. This shows a total of 98 vessels, sail and steam, registered in British Columbia, of a total tonnage of 4,068 net tons, since last year, 21 being registered at Victoria.

The total number of vessels remaining on the register books of the Dominion on the 31st of December, 1909, was 7,783, measuring 715,548 tons, with a gross tonnage of 1,523,229 tons, as compared with 1908, when the number was 7,812, measuring 715,548 tons, with a gross tonnage of 1,523,229 tons. Assuming the average value to be \$40 per ton, the value of the net registered tonnage of Canada on the 31st December, 1909, would be \$21,138,760 for new vessels.

During the year Prince Rupert, in the province of British Columbia, was constituted a port of registry for ships, comparative statement showing the tonnage of each of the maritime states of the world is given which shows that Canada retains her place as the tenth largest maritime power.

During the year 246 vessels were removed from the register books, and a detailed statement is given showing the cause of their removal. It is estimated that 26,430 men and boys, etc., inclusive of the masters, were employed on ships registered in Canada, during the year 1909.

## ROYALLY TREATED

Local Oddfellows and Daughters of  
Rebekah Return From Kamloops.

The representatives appointed by the local lodges of the I. O. O. F. to report on the trip to Kamloops, returned yesterday, giving a royal reception by the Kamloops lodges. Each member was presented with a badge, which entitled him to the freedom of the town. An invitation was extended to the grand lodge to attend the polo games Wednesday, and a polo horse was given to the evening. Among those present at the reception were: Bro. Anderson, Bell, Cullen, Dempster, Grant, Livingston and McConnell. On Thursday afternoon the brothers and sisters of Rebekah were taken on an excursion down the river to Trans-Canada. After inspecting the ruins of the old fort, they were taken to the dining room, where refreshments of the first order were served. The trip was most enjoyable, and the members of the grand lodge, who were present, were shown around the farm and orchard, where a liberal supply of fruit cherries was offered to the guests.

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James Bell, of Victoria, was elected a representative of the grand encampment, and the sessions of the sovereign grand lodge, to be held in September, at Atlantic City, Georgia.

Attempted Outrage in India  
CALCUTTA, June 9.—An attempt to wreck the Darjeeling mail train has failed. The motive is believed to be political.

French Students Strike  
MARSEILLES, June 9.—Owing to the refusal of the authorities to provide free books and stationery, the scholars of the High School struck today.

Potatoes Going to Waste  
ST. JOHN, N.B., June 9.—F. B. Carver, M.P., says that thousands of barrels of potatoes will be destroyed in the counties up the river because there is no market for them. The price is the lowest ever quoted there.

Met Death on Vesuvius  
NAPLES, June 9.—J. A. Silon, of San Francisco, met sudden death today on Mount Vesuvius. He had climbed up the mountain, which since the earthquake has shown signs of greater activity, and approaching too near a fissure, which was emitting sulphuric gas, he was overcome by the fumes and died almost instantly.

Embargo Remains  
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## SUES COMPANY FOR HEAVY DAMAGES

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Big Sum From B. C. Electric  
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## FOREIGN RELATIONS OF FRENCH REPUBLIC

### Prominent Member of French Chamber Issues Interesting Work of Affairs Beyond the Frontiers

PARIS, June 11.—M. Paul Deschanel has for five years been president of the committee of foreign affairs of the Chamber, and for four years reporter of the foreign office estimates, and in consequence he is particularly qualified to speak with authority on the subject of French foreign policy. It can scarcely be doubted that the work which he has just published, "Hors des Frontières," will attract wide attention.

In "Hors des Frontières" M. Deschanel deals principally with three subjects—the Moroccan question, the Eastern question, and the reform of the French foreign office. With regard to the last of these questions M. Deschanel has insisted on the necessity of increasing the salaries of the representatives of France abroad, of augmenting the number of consular appointments, and of giving material encouragement to the institutions which extend the language and influence of France outside its frontiers. His pertinacity has already to some extent won the reward, inasmuch as next year \$308,000 derived from reform of consular dues will be devoted to the increase of the salaries of French representatives.

So far as concerns Morocco, M. Deschanel considers that the supremacy of France may be maintained without a policy of conquest, which would necessarily hamper French action in Africa. France must preserve her influence over the approaches to Algeria, but here as elsewhere she must subordinate colonial to general foreign policy.

French Moroccan policy should be, according to M. Deschanel, "neither dangerous nor internationalization, but the gradual accomplishment of its civilizing mission in agreement with the powers."