

loss. They know too, that their only salvation from this monopoly is to get down to business—build warehouses along the line of railway—put themselves in a position to deal with the Railway Company, and obtain a freight rate in order to ship at a greater profit. They know all of this. They say, “yes, yes,” to all of that, but they act as if they do not believe it. In other words, they do not act at all. They remain passive—they do not try to help themselves—that is in many instances. They seem to think that the men who advocate some change in this pacific condition have some sinister and ulterior object, and that they are trying to seek advantage at others’ expense. But when they are asked to unite and combine so as to obtain proper rates, they act as though they do not mean it. At the commencement of the apple shipping season, the freight rate between Boston and the ports of Great Britain were less than they were between the port of Halifax and the ports of Great Britain, consequently, some shipped via Boston—but soon the freight rate was raised over there, and they could not ship with profit in that direction, and they soon began to realize they were between his Satanic Majesty and the deep sea. Because, when they applied for space in the boats at Halifax, they could not get it—it was all engaged.—“It is engaged for this sailing.”—“It is engaged for next sailing.” “The agents and speculators have engaged it.”—they are told. It was alright for the speculators, and it was alright for the steamship to conduct their business in such a way to fill all their space; but it was rather hard on the farmers, reminding one of the wicked epitaph in the churchyard:

“Here lies the body of Mary Ann,  
 “She lies in the arms of Abraham,  
 “Which is alright for Mary Ann,  
 “But it’s pretty tough on Abraham.”

Governments may legislate and governments may come and go, but, until the farmers get down to business themselves, and do their business as business men do theirs, there will be failure and dissatisfaction. It has been the experience of the past that subsidies have not lessened the freight rate to the farmers. The agent, who is, and has been, a necessity—must be paid for his work—and the steamship companies say that they cannot depend