

General News.

Apple and Cattle Export Trade. (From the Journal.)

The demand for the agricultural products of our Counties in the mother country has opened up within a few years a new and rapidly increasing export trade, especially in apples and horned cattle, and at times runs on long carriages, owing to exposure by long land carriage, rough usage and improper storage in steamers, not built or intended for the trade, and without ventilation.

The experience of our shippers of apples has proved that shipments made from the port of Annapolis by sailing vessels, even with twenty-five or thirty days passage, turn out in better condition than those made by steamers via Halifax, even without delay in transit, and a ten or twelve days passage.

We have too many proofs of this, to the sad experience of our shippers, and a case in point is the recent shipment of apples by the steamer "Edinburgh" via Halifax, and the bark "Deborah" both for London direct, (later from Annapolis with 5,700 barrels) all shipped from about same district in this County. The shipment made by steamer with a fair average passage, has turned out in a damaged condition and not likely to pay cost and charges, while the "Deborah's" cargo by sailing vessel after a passage of twenty-five days sailed the entire cargo of apples in London in splendid condition, and all sold at prices giving very large profit to shippers.

On the surface this would argue for sail as preferable to steamers for fruit carriers, and it is so decidedly, if the fruit shipped in steamers is not so well packed, without ventilation and with grain or other heating cargoes. Apples stored in the hold of one of these "iron grain tanks," (as the New Yorkers call them), have a poor chance for arriving in sound condition, even on the handsy fruit, will perish in a week in such temperature. It has just made the following test of the effect, say seven days, change of temperature would have on a hardy sound golden russet that usually, with care, will keep in good marketable condition till June. Taking one of these from a barrel in a cold cellar, when the thermometer ranged 35 to 38 deg., which is about the proper temperature to keep apples, I placed it in a room with average temperature 55 to 60 deg. or so, and in a few hours it was covered with a fine white bloom, which in seven days this apple was so wilted as to be unfit for use, and had lost about 30 per cent. in weight, and was most delicate fruit that apples must be shipped in a cool and properly ventilated part of the vessel to insure them being landed in sound condition. With such precautions, and the certainty of a passage not exceeding fourteen or fifteen days, most delicate fruit can be delivered in London in the condition. I believe that apples are often injured by heating the boxes in which they are stowed for transportation by rail. It is not generally known that apples will keep more by sea in a short time than by exposure for some time to extreme cold.

Until we have steamers especially built, fitted and ventilated for the carriage of our apples and cattle, (the annual export of which from our ports is valued at 100,000 barrels apples and 2,500 head of cattle), this trade, so important to our farming interests and the whole country, can only be followed at great risk, and great irregularities and losses must result. This trade has suffered quite long enough, and the necessity of more direct and proper transportation for these valuable products has almost forced itself on the producers and traders of Kings and Annapolis Counties, resulting in the projected direct line of freight steamers from Annapolis to London.

It is proposed to have built a first class twelve mile speed iron steamer, properly fitted with ventilators and refrigerators for the carriage of our apples and cattle, and in less than three months returned, with which our river and bays abound, so that the delivery of all (including our most delicate and famous apples) in the London market will be assured to a certainty with an ordinary passage of 10, 10 to 15 per cent. of the cattle now sold or made worthless for want of proper care and storage, and more direct transportation.

As to the cattle export trade, which will be the largest from our Counties during the summer months, when apple shipments will be light, (although with refrigerators and carapies will be shipped at least nine months of the year), the heavy losses that have been sustained in shipping in steamers not fitted, or ventilated, or suitable for the trade can all be overcome, as was amply proved by the shipments made from the St. Lawrence last season on steamers fitted and ventilated for the trade. Underwriters taking such risks, including life risk at 2 to 3 per cent, while shipments by the ordinary freight steamers built for carrying grain and dead weight cargo, are difficult to insure even at 10 or 15 per cent.

While we regret that our Halifax friends have not, and we think cannot give our export trade the necessary accommodation, even if they had a direct line of steamers, which, strange to say, has not yet been established, we plain country folks are determined to stop these leaks and drawbacks to our trade, and place ourselves in an independent and direct communication with our largest and best markets, thus stimulating and developing the resources of Kings and Annapolis—the richest and most fertile districts in the Maritime Provinces.

—Not satisfied with having the bridge scheme in hand, St. John has another big project. Application is to be made to the Legislature for the incorporation of a company to construct a canal from St. John's harbor to a point on the river above the falls. By this means the navigation of the river would be opened to vessels of large tonnage. Mr. T. Sherman Peters, formerly of Halifax, is one of the promoters of the scheme.

A new invention is reported from Turin. It consists of the application of light giving materials to printing ink by which print becomes luminous in the dark, so that in future it will be possible to read at night, in the case of a journey, without the assistance of candle or lamp. A new newspaper, in which this luminous material will be used, is said to be published in Turin.

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Large powder works have been recently erected in the vicinity by the Railway Contractor, and are now turning out 500 lbs. of powder a day, and so on expect to be manufacturing 1200 lbs. per diem. They are also prepared to manufacture any kind of powder from a few pounds to the commonest black blasting powder.

Times are expected to be very lively the coming season. The contractor expects to have 5000 men at work on this section of 29 miles, 5 of which are now completed. The past season has been very unfavorable to mining, only a few making large hauls. Among the latter were three Chinamen who dissatisfied with railroad pay struck up the canyon prospecting, and in less than three months returned with \$25,000 worth of gold dust, which they washed from the sand of the Fraser River.

I have frequently received letters from Nova Scotia asking me to project some there in this country for employment, and to allow me to say, for the benefit of all that any one can find employment here, at a laborer's wages, from one dollar and a half to two dollars per day. There is also a fair demand for mechanics at better wages from \$3.00 per month. Boarding houses are erected at convenient distances along the line at which board can be obtained at four dollars per week.

Accidents are of frequent occurrence, very often terminating fatally. One of the saddest occurred a few weeks ago, in which Mr. Eberts, one of the most popular engineers on this section lost his life by falling from a bluff and then rolling over two hundred feet down a side hill of boulders, and, until his body was suddenly caught between two stumps. He was unconscious when discovered, which was some hours after the affair happened, and remained so until he died which was the next day.

Hope, Mr. Editor, that these few remarks may be satisfactory, and trusting I have not occupied too much of your valuable space.

I am, Truly yours, FRED R. FAY. Robert Smith of Lunenburg. Mr. Editor, It is quite common in this country after a person's death to give some account of the life that has been lived. But in the case of a man who has died in law, but to his friends and all comfort it is world is dead. How miserable must that life be that is spent under an unmitigated sentence of death. Now if any of your readers have a morbid craving for the hangman's noose, they have had a portion of "wet in de sea" on the case of Teabo, and for the sake of those who "bawls of mercy" are not cruelty, and hence can " rejoice in the liberty of the captive," a few words may be of interest in regard to Smith's former history.

Correspondence.

We do not hold ourselves responsible for the opinions of our correspondents.

Yale B. C., July 12th, '81. In commencing this, my second letter to your interesting paper, allow me to wish you every success for the present year. I was delighted to see that the encouragement you had received from your propertors County, enabled you to present to your readers on the first of the year a larger and if possible, a more interesting paper; and I am sure such enterprise must succeed.

As in my last of July 1880, I promised your readers some general information on this subject, which I should have engaged from November last to the present time on a winter's survey between this town and Barrat's Landing proposed Pacific terminus of the Canadian Pacific Railway. I was enabled to gain the information required, so postponed it to the present time.

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Whitman on Carlyle. And so the flame of the lamp, after long wasting and flickering, has gone out entirely. As a representative author, a literary figure, an man also will bequeath to the future more significant hints of our stormy era...

Miscellaneous. The discovery of Charles Rice, writing to the latest discoverer of the lost boy in Canada, says the last spark of hope is dead. After giving reasons why the Canada boy cannot possibly be Charles Rice...

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