

## QUESTION OF THE DAY.

## Review of a Discussion on Cold Storage Facilities.

Cold Storage is a matter of so much interest to farmers that any information on the subject cannot fail to be of interest. As there is some prospect of our having a cold storage warehouse in Woodstock, in the near future, the following extracts from the report of a meeting held in Montreal recently will be found worthy of perusal. Mr. Laurier the premier was interviewed by men representing the butter and cheese interests of Montreal. The interview took place some time ago, but considering the great interest taken in the cold storage question, a reproduction, in part cannot fail to throw some light on the matter, for the benefit of those who are anxiously anxious to find out all they can about this new aid to farming industry. It really means a revolution in farming, for with no fear of products perishing, the prospect of the farmer is vastly improved.

It is not only in summer that cold storage will be advantageous. Who does not know of the Xmas thaws, which have played such sad havoc with the poultry and other perishable products of the farmer, to the inconvenience of the consumer as well as to the financial loss of the producer. Therefore cold storage means everything to the farming interests.

On the occasion about referred to the chairman of their meeting, Mr. A. W. Grant said:—"It is no wonder that Canada exported last year only about 2000 tons of butter, and is practically the smallest exporter of butter to the British markets of any country of importance. It is equally true that our butter arrives in England in the poorest condition of any butter shipped from any country. Why? Because our refrigeration both on land and on sea is so imperfect. Their is no more than ten per cent. of butter exported from Canada that ranks of finest, and even this, if made milder, or say with about one or two per cent. of salt icehouse, probably would bring two cents per pound more in the British markets; the less salt and the fresher the butter is marketed in England, the higher the price; for instance, the butter that is fresh or that contains not more than one per cent. of salt will command from three or four cents per pound more than the finest butter that is equally as fresh and salted with three or four per cent. You will say, 'Well, that is easy, let us salt less.' Yes, but the quality will deteriorate from the lack of salt."

"The only way to obtain the best results and to keep the freshness unimpaired is to have the butter put in icehouses immediately as made and kept as near as possible from 10 to 15 degrees below freezing, both in the factory and in transit, until it reaches Great Britain. There is no reason why we cannot do this. We have the cows, the coin and the conditions, why not use them?"

"If Canada can tickle the English palate with the mild butter, it would enrich the farmers to the extent of \$1 to \$2 on every package of butter shipped or about 10 per cent. We will probably ship this year \$1,200,000 worth of butter; we would be from \$120,000 to \$240,000 better off, if we made the butter suitable and had proper refrigeration for keeping it and shipping it. You will think these figures are large. Not at all! We all know that Canada supplies the British markets with even more than half of the total import of cheese, and we control the British markets for cheese and have them so the speak, in the palm of our hand."

"Now, say, we will ship \$3,500,000 worth of butter in place of \$1,200,000 worth as at present, and say we made it mild and realized mild fresh price for it, we would be from \$350,000 to \$700,000 better off in the increased price or profit alone, to say nothing about the total value of the butter, and say that we diminished the total supply of cheese correspondingly; as it takes two and a half times as much milk to make one pound of butter as it does one pound of cheese, consequently, we would have 500,000 less cheese or say 20 per cent. less cheese to export, it follows that as supply is to demand, so is the price, we would immediately increase the valuation of our cheese by this diminished export, and it would be a conservative estimate to say 1-2c. a pound on say 1,500,000 boxes of cheese would mean say \$200,000, as there would be \$500,000 extra profit on our cheese, and we would have say \$500,000 on our butter; that would be \$1,000,000 extra profit to the dairy farmers of the country, and, of course, this would distribute through all channels of trade."

Mr. D. W. McPherson president of the Dominion Dairymen's Association said that Canadian manufacturers had to make their cheese dryer and firmer in order to meet the conditions of hot weather transit. It took about half a pound more to make a pound of cheese intended for shipment. Further, the condition suffered during transportation. They make cheese up to the Canadian standard; but, on its arrival on the English market the quality was found to have deteriorated, owing to excessive and inclement heat in transit. Thus, on one hand there was a loss of one-half to one per cent. per pound, and, on the other, a loss of a quarter of a cent.

About one hundred millions of pounds of cheese was so effected by the inclement weather, to the extent, on an average, of one cent each large amount each year. Reduced profits naturally caused reduced production. Canada butter has been almost entirely driven from the English market, and solely by reason of the want of cold storage facilities for shipment. Mr. McPherson was satisfied that under fair conditions Canadian butter could compete successfully with the product of Denmark, Australia and other producing countries. Mr. McPherson explained that the reason cold storage arrangements had not already been made in Canada was that so many diversified conditions existed between producer and consumer. The Government, by a liberal encouragement, should assist in procuring the necessary facilities, and in a few years the cold storage service would support itself. Increasing the production and the value of farm products meant increasing the population of the country, and that was what they most wanted.

Mr. John McKergow, as the representative of the Butter and Cheese Association, said that the subject of refrigeration was one full of interest to him personally as well as to the trade at large. If it were not for the item of cold storage Canada would not have

heard of the Argentine Republic, New Zealand and Australia. Cold storage in warehouses is amply provided for in Canada, and our railways are well equipped with refrigerator cars, while in England cold storages are also coming into general use and as our need is great and pressing, we strongly urge that immediate steps be taken to supply the missing link, by procuring refrigerators on our steamers sailing to Bristol, London, Liverpool and Glasgow.

Mr. M. K. Everetts, representing the Toronto Dairymen's Board of Trade, remarked upon the fact that cheese was lying in the city warehouses to-pay, and not a refrigerator car to be had, and that with the thermometer at 90 degrees. Cold storage facilities were wanted at once. They could not afford to wait.

Mr. W. W. Dunlop, secretary of the Fruit Growers' Association of the Province of Quebec, was the next speaker. On behalf of the fruit growers, he would say that it would be a lasting benefit to them. The exports of fruit from this province had so far been limited and mainly for the reason that there were not proper cold storage facilities. The fruit grown here was mainly of summer varieties, and must have cold storage in order that they can be brought into the European markets with any success.

Mr. Laurier, when it came to be his turn to address the meeting among other things said as follows:—"As to the problem of cold storage on land, it has been introduced, and is working satisfactorily, I understand. There is one problem that we have to deal with at this moment, and that is that the late Government invited tenders for the fast Atlantic service. It is conceded on all hands that the service between Great Britain and Canada is not satisfactory, and has to be improved; but in what manner it should be improved is the question. We have to take up the subject whether we shall go on with the scheme as the late Government intended, or whether we shall discard it and seek for another kind of service, or whether we shall combine the cold storage and fast Atlantic schemes. Cold storage we must have on the ocean. Whether we can have it with the present line is the problem. If it cannot be had with the present system, we must look to something else."

Mr. Fisher, the new Minister of Agriculture, a practical farmer spoke as follows:—"It may not be within the knowledge of many of those present that the government has, through Professor Robertson, the Dominion Dairy Commissioner, made arrangements for cold storage on certain vessels. The Elder-Dempster Line are to despatch two vessels provided with mechanical cold storage this season, and will also provide a limited amount of insulated compartments to carry butter to Avonmouth. This morning I had an interview with the agents of that line, and arranged with them to provide additional space, because I found the space arranged for in the original agreement was not enough to meet the demands of the trade. I think this will show you that I appreciate the needs of this work, and am ready at the earliest moment to meet the difficulties."

"The difficulties of providing mechanical cold storage are great, and it is impossible at short notice to provide that; but I trust that in the near future such arrangements will be made to meet the wants of the trade as will prove satisfactory."

"I was glad to hear the few words from Mr. Dunlop regarding the shipment of fruit, because in this matter there is room for great improvement. This present season we are likely to have a large crop of summer and fall apples, and I also understand that the English crop is bad, and perhaps there will be a good demand for the finest quality of Canadian fruit in the English markets this autumn. I trust that as soon as our fruit is ready for shipment there will also be some arrangement by which we shall be able to send forward at least a trial shipment in cold storage, so that our people can reap the benefits, though this autumn it can only be more or less of a trial, owing to the impossibility of fully meeting the demands of the trade."

Those who will take the trouble to read the above will immediately see what an important question, cold storage is. They will note one thing particularly. There is no question of the advantages which this system of artificial freezing means. Mr. Laurier says the question of cold storage on land has been successfully decided.

There is surely no point in Canada where a warehouse would be of more use, than in Carleton Co. Of course some people think it will benefit the town more, others think it will benefit the town, less. Every citizen and farmer should read everything about cold storage that comes his way.

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## A Great Railway.

The Russians built 918 miles of the trans-Siberian railway last season and by the end of this year half of the road will be completed and open for traffic. It is proposed, with China's consent, to carry the line through Manchuria and secure an outlet to the Sea of Japan somewhere on the Korean peninsula. After that the Russians will be within striking distance of British America should war arise with Great Britain, and more than ever the security of the empire will depend on command of the sea. Russia's power on the Pacific will become a reality when St. Petersburg and Peking are less than ten days apart by rail. It may be, however, that Japan will have something to say to the Russian programme.—Ex.

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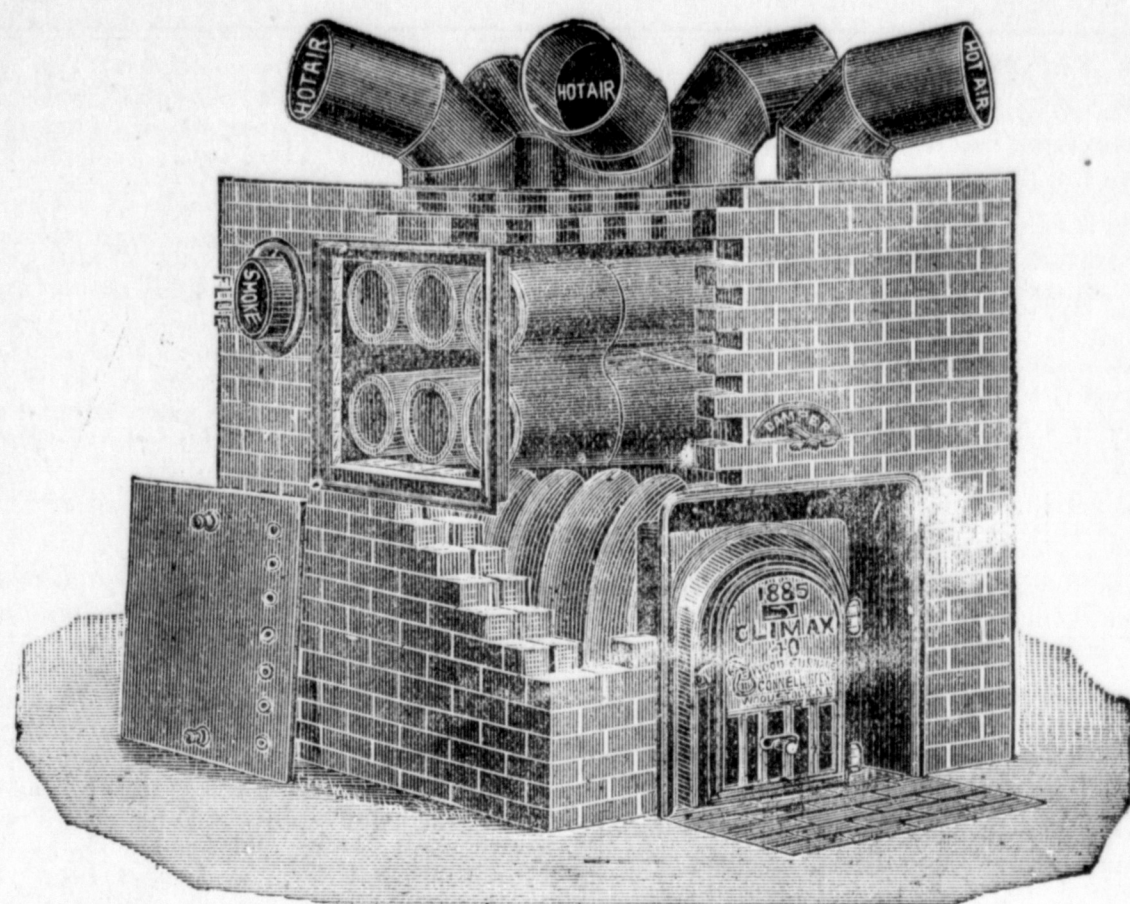
## THE PURITAN MECCA.

## A Visit to the Home of Priscilla Well Described.

One sultry August morning an excursion steamer was lying at a wharf in Boston. This pleasure boat was, The Stamford, that plies every pleasant day during the summer months between Boston and the famous old town of Plymouth. The crew on board of her were very busy getting ready for a start, cleaning her decks, and cabin, and arranging chairs and settees. The passengers began to come on board, at first, in twos and threes, but as it neared the time of departure by tens and dozens. It became evident that the boat would be crowded that day, as it was a holiday. The neighboring towns where the mills and factories were closed added their quota to the usually large crowd, and when the hour for leaving arrived, the boat was packed so as to be almost uncomfortable. But every one was bent on enjoying himself and so made light of any inconveniences. One party of ten secured seats on the shaded side of the deck and seemed to be having a particularly good time as they ate fruit, read their papers, talked, laughed, and admired the many points of interest passed, on the way down Massachusetts Bay. Some of these, well worth more than passing notice, were the "harbor fortifications," the light house, the black buoy, and Nix's mate. The last mentioned was a small island almost washed away by the water, on which is erected an odd looking stone column, to warn mariners of the obstruction to navigation. At one time, so the story goes, what is now a mere sand bank, was a large island. The captain of a vessel whose name was Nix was murdered and suspicion fell upon his mate, who was taken, tried and condemned to die. He protested that he was innocent and when upon the scaffold prophesied that to prove his innocence, this island would be washed away. The island is now beneath the waves.

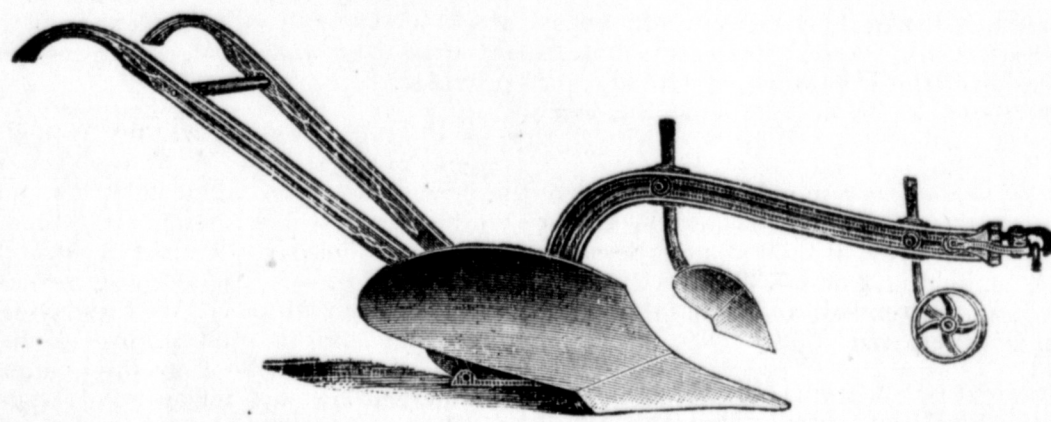
Though the day was still, a ground swell arose, which soon spoiled the pleasure of half the happy company. One after another they grew pale and were forced to seek refuge in the cabin. The party of ten was reduced to six or seven, as one after another succumbed to that most aggravating of illnesses, seasickness.

In about four hours, the steamer reached the wharf at Plymouth. The sick ones speedily regained health and spirits and getting on shore, with the rest, repaired at once to the various hotels and restaurants to enjoy a good dinner before setting out to visit the very interesting places in this world renowned town where the Pilgrim fathers first set foot in America. The famous stone on which they stepped in disembarking is still to be seen on the beach. It is now drawn up from the water's edge and enclosed by a railing to save it from being destroyed by visitors who might wish to chisel a fragment as a memento. On its side is cut the well known date 1620. Further up from the shore on one of the principal streets is a hall, containing many relics of the forefathers, prominent among them being the ribs of the old Mayflower, the ship in which they came to this country. Then, there are chairs, cradles, swords, household utensils, all very ancient, and even a white silk slipper with very high heel, once worn by the Puritan maiden, Priscilla, who took such a leading part in the courtship of Miles Standish, and many other things both odd and curious. On one street is an old graveyard where many of these illustrious people lie buried. The headstones that mark their resting places are blackened with rain and frost, half covered with moss and crumbling with decay. On the high hill behind the town, a monument has been erected to their memory, and on its sides are inscribed the names of all who first crossed over in the Mayflower. This marble column is so high that it can be seen for several miles distant. The ground around is laid out to form a park, and is a favourite resting place for young and old, high and low. The visitors this day were so taken up with the scenes about them, that the time passed all too quickly, and they were soon obliged to seek the steamer for the return voyage. It was a weary, very weary but happy looking crowd that stepped on shore at Boston as the darkness fell that evening, and they quickly made their way to their various homes by the shortest route. But they had been well repaid for the time and money spent, and the memory of that day still lingers with many of them. A. M. W. VICTORIA CO.



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