

The Canadian Horticulturist

Published by The Horticultural
Publishing Company, Limited

The Only Horticultural Magazine in the Dominion

Official Organ of British Columbia, Ontario, Quebec
and Prince Edward Island Fruit Growers'
Associations and of the Ontario Veg-
etable Growers' Association

H. BRONSON COWAN, Editor and Business Manager
A. B. CUTTING, B.S.A., Associate Editor
W. G. ROOK, Advertising Manager

GREAT BRITAIN

FRANK FLETCHER, 135 Henrietta Street, Old Trafford,
Manchester, Eng., Advertising and Circulation Manager.

1. The Canadian Horticulturist is published the first of every month.
2. Subscription Price 50 cents a year, three years \$1.20, strictly in advance. For all countries except Canada, United States and Great Britain add 50c. for postage for each one year subscription.
3. Remittances should be made by Post Office or Money Express Order, or Registered Letter. Postage Stamps accepted for amounts less than \$1.00.
4. Discontinuances—Responsible subscribers will continue to receive THE HORTICULTURIST until the publishers are notified by letter to discontinue, when all arrearages must be paid.
5. Change of Address—When a change of address is ordered, both the old and the new addresses must be given.
6. Advertising Rates quoted on application. Circulation 5,500. Copy received up to the 23rd. Responsible representatives wanted in towns and cities.
7. Articles and Illustrations for publication will be thankfully received by the editor.
8. All Communications should be addressed:

THE CANADIAN HORTICULTURIST
507 and 508 Manning Chambers
TORONTO, CANADA

APPLE TRADE IN DANGER

A movement is on foot to bring in large quantities of apples from New York state and store them in Ontario, and later repack them for the British market. The men behind the scheme intend to try and influence the Dominion Government to allow the apples to come to Canada, be stored and packed, and passed through for export without paying duty.

Many Ontario buyers, when they went out to look at the orchards in the Northumberland, Durham and Prince Edward region, found the winter apple crop very short, and the apples that were there had been bought up by a few dealers very early. They found, also, that apples were more plentiful and very much cheaper in New York state. Several of them at the Apple Shippers' meeting in Niagara Falls, August 2 and 3, who had already made trips through New York state, were seriously considering the purchasing of large quantities of this stock. It is likely that since that time they have made these purchases, because the prices have gone up in Ontario and have not improved materially in New York state. Just now there appears to be a hitch in the proceedings. These apples, if sold now, would realize little or no profit, since there is a surplus of early summer and fall apples. They cannot be stored in New York, except in the large commercial storehouses, and this is where they ran against a snag. Some of the heavy American apple plungers, it is understood, noting this influx of Canadian apple buyers, proceeded to buy control of all the available cold storage, with the result that now that the Canadians have bought their stock, they can only store it by giving the prospective profits to the men who control the storage. One of their strong reasons, therefore, for storing at Colborne and Brighton will be to secure storage, since they cannot procure it cheaply in New York state.

Perhaps a more important reason would be that they could repack the apples during the winter months; and, more important still, they could possibly, in some way or another, work a lot of them off as Canadian grown apples, and thus receive the enhanced price that such a

reputation would give them. Even if they were obliged to declare the country of origin, they could make the fact that they were packed in Canada so prominent that they would receive all the benefits that accrue to Canadians as the result of the enforcement of the Fruit Marks Act.

The effect upon Canadian trade would be to increase the quantity of Canadian packed fruit, and to that extent depreciate the price. Another feature that is not to be overlooked is that we are comparatively free from at least one insect that is altogether too common in New York apples, namely, the "railroad worm," or apple maggot. The railroad worm is comparatively harmless when introduced in a few apples that are consumed within towns and cities where there is a very small chance of the worm being able to complete its life history and propagate itself the next year; but, if these apples are stored in the frost-proof storehouses of Trenton and Colborne, in the middle of the largest orchards in Canada, it would be a distinct menace to the apple industry, and on that ground, if upon no other, it would be dangerous to store them.

Such action as is proposed would mean loss and injury to our apple trade. A note of protest from apple growers should be sounded from one end of Canada to the other. The scheme should not be tolerated. The government should protect our apple interests by demanding the payment of the regular tariff rate on all apples that come into the country, whether for consumption here or elsewhere.

THE SEEDLESS APPLE

THE HORTICULTURIST would advise its readers to go slow in the matter of investing in trees of the Spencer Seedless apple. It must be borne in mind that this apple has not been tested in Canada, and that many years must pass before definite results and conclusions can be reached. Should it prove to be no good, as it is said to be by the American horticultural press, and by competent men who have investigated it, our fruit growers will not lose anything.

The Spencer Seedless Apple Co., of Toronto, promises to have a large number of Seedless apples at the Ontario Horticultural Exhibition in November. Growers will then be able to ascertain, personally, the merits and demerits of the fruit. As to the productiveness of the trees, their hardiness, early-bearing, longevity and other features necessary in an apple for this climate, that can be determined only by experiment.

We would further advise Canadian growers not to lay too much stress on the testimonials that are printed in the pamphlets sent out to boom the production. THE HORTICULTURIST is investigating the source and authenticity of these testimonials. Already we have, in our office, several letters from persons whose names appear in the pamphlets, stating that they do not endorse the apple and were not aware that their names are being used in that way. The Buffalo Enquirer says in part: "Did not know they were using our name in any way. Would not advise anyone to invest money in the enterprise." The New York Herald: "Am surprised to hear that our name is being used in connection with the Spencer Seedless apple." Still another: "Have not recommended the Spencer Seedless apple. Never heard of it." A letter sent to New York city has been returned by the postal authorities, addressee not known.

These are some of the things that make the affair look "fishy." While the idea of a seedless apple, valuable also in other respects, is a good one, and one that would revolutionize the apple industry of the world, yet the questions remain: Does the Spencer Seedless apple fill the bill? Is it what it is said to be? Is it adapted to culture in Canada? Is it a new production or simply an old novelty again brought into prominence? Canadian growers will do well to watch and wait.

LABEL EXHIBITION PLANTS

The educational features of the floral department at the Canadian National Exhibition could be greatly strengthened. Flower and plant shows are of little value unless they teach something. They may stimulate a desire for flowers and increase the trade and they may be of benefit in other ways, such as acting as an incentive to cause growers to produce high-grade stock. But above all things, they should be made particularly useful for purposes of instruction.

The Canadian National apparently lost sight of the most important means of accomplishing this end. It did not compel exhibitors, particularly of foliage plants, to correctly name and attach same to the plants by means of labels. The prize-list stated this as a condition of entry, but it was not enforced to the letter. Those that were labelled might as well have been without. The labels were so small and so dirty that, in most cases, it was impossible to read them. Every plant and flower in the building should have been labelled in letters large enough and plain enough for the passer-by to read without coming to a halt. THE CANADIAN HORTICULTURIST heard many persons enquiring the name of this and that plant. Had the names been printed there, the floral exhibition would have accomplished its most important purpose. As it was, the passers-by left the building without learning what they desired to know.

It may be said that labels would interfere with impartial judging. This should not be. In case of the possibility, however, it could be overcome by demanding that the entries be labelled as soon as the awards are announced, which occurs, usually, the first or second day. The value of such a departure to the Exhibition visitor would more than make up for the extra trouble incurred. The cost of the labels, which should be neat and uniform in size and appearance, is a mere bagatelle. The end would justify the expense. There should be something done to strengthen this feature of the Exhibition.

BETTER CARS NEEDED

One of the needs of our large and growing apple trade is a ventilated car that can be used for the fall shipments. For the very early apples ripening in August, and the first two weeks of September, it is not likely that anything will succeed except the refrigerator car. From this time until the fruit has to be protected from frost, a thoroughly ventilated car is much to be desired. The ordinary box car is totally unfitted for this trade. Even when the doors are left partially opened the ventilation is very imperfect. The car is practically a trap for catching and retaining the heat of the sun during the day as well as the heat derived from the natural process of ripening in the apples. There is so little provision for ventilation that the apples are frequently more injured by the railway journey than by any equal period in the transportation.

Recently a car was noted in Ottawa, which was used in connection with the Georgia melon trade, that would be a great improvement. This car had eight openings, four on the bottom and four on the top through the walls of the side of the car, strongly grated with half-inch rods. There were, also, four gratings on each end. As a consequence, when the car was in motion, there was a strong current of air that thoroughly ventilated the car. The advantage of this type of car would be that it could be used for two or two and a half months in the apple trade and then used in the ordinary traffic without change and without endangering any of the ventilating appliances. The elaborate system of ventilation such as the Dominion Express Company is now using in its express cars, would be entirely unsuitable for the apple trade, inasmuch as the apparatus would prevent it being used for other classes of rough freight. This subject should engage the attention of shippers and it is hoped