

THE SHIPMENT OF APPLES

"WHY should fruit growers have to ship even their peaches by express," asked Mr. E. D. Smith at a fruit growers' meeting held at Beamsville. Fruit sent by freight should reach points within 100 miles the next day. There is needless delay at Toronto for fruit shipped from the Niagara district. The Railway Commission has promised consideration, but he questioned if much will be done, unless by cooperation fruit growers bring pressure to bear on the commission. They spend thousands of dollars for fruit carriage and the railway companies will not even furnish proper cars. The cars on which the apples are shipped get too hot. Prof. Robertson tested the cars and found a temperature of 85 degrees. It was said the apples spoil on shipboard, but more damage is done on the cars.

Apples remain in barrels in the orchard for some time without spoiling, but they soon spoil on board ship because there is not proper ventilation. Apples sent by ventilated ships are probably worth one dollar more per barrel. There should be an act of parliament to compel ventilation, as is done in the case of cattle ships. Thermographs should be provided. Proper ventilation would save \$1,000,000 a year to the apple growers of Ontario.

Fruit growers must raise a good article. If half the fruit was dumped out growers would get more money for the other half. The trees must have

rich ground and the fruit should be thinned out. Peach trees could be thinned for two cents a tree. Mr. Smith said he had thinned some trees from 12 baskets to five and it paid, as he secured larger and better fruit.

In regard to the size of apple barrels there are two sides to the question of uniformity. Ontario has a reputation for large barrels, and there are no extra charges for freight, handling, etc., in which way more than enough is realized to pay for the extra 16 quarts of apples. Baskets are required by law to be uniform in size, but the act is not carried out. Cooperation is needed among the fruit growers to remedy these defects.

After hearing Mr. E. D. Smith speak of the necessity for cooperation in shipping fruit, Mr. A. N. Brown, of the State of Delaware, expressed surprise that the Niagara shippers have no ventilated cars or fruit trains. The growers in the States, he said, have been through like experiences and had to deal with the Pennsylvania railway monopoly. He advised Ontario growers not to go to the Railway Commission but to appeal direct to the railway companies. They in Delaware had, after a fight over the question of routing which threatened to kill their industry, secured a market train which carried their fruit at the rate of 35 miles an hour. The Niagara shippers should have such a train to Toronto. The rate on such a train was high, but not nearly so high as by express.

New Seedling Pear.—A splendid variety of pear is being grown by Mr. E. C. Beman, of Newcastle, samples of which were shown at the last Provincial Fruit, Flower and Honey Show in Toronto. It ripens during the last of October or early in November. These trees have been growing in Mr. Be-

man's orchard for 12 or 13 years, and he has some that are top grafted. It bids fair to be a very productive variety, and the fruit is of large size. The quality is not quite as good as the Sheldon, but is similar. The fruit is juicy and delicious, and it promises to become popular.