

three grades. I make a class of "extras," that are large and highly colored. I mark them "extra selected," or XXXXX, that is my best grade. I do that with great care. I have a large packing table, and the apples are emptied out on it. I then have one person selecting out these "extra selected" apples, which are put up in barrels by themselves. Then all the sound ordinary medium sized apples, that are free from scabs, or specks or worm holes—perfect apples, are packed carefully, and marked No. 1 grade. The third class is one I seldom ship. I am able generally to dispose of these in some other way—either by evaporating, or trading them off with farmers who do not grow fruit, for ashes or fertilisers that I can use upon the orchard. But upon some occasions I have put up a third grade of apples to ship. I always very carefully mark them upon the head as second-class apples. All the fruit I ship I mark with my own name, and the grade, upon the head of the barrel.

Mr. DEMPSEY—Don't you think it would be better for us if we never shipped No. 2 apples?

The SECRETARY—Of course it helps to fill up the market. In that way it is not profitable; but I shipped No. 2 apples to Montreal a year ago this fall, and had them sold there—a car load—for \$1.90 a barrel; and it is rather a temptation to ship them when you can get that money for them. Of course knotty, misshapen ones were not included in the No. 2. These are kept for stock feeding. I have never shipped mixed apples—never put a poor grade in the centre of the barrel—and I hope it is not the habit of any of the members of our association to do that.

Mr. FISHER—The explanation is very satisfactory to me; I am much obliged to you for it.

Mr. T. H. RACE—The first thing to do is to educate the farmers up to growing only a few varieties that will stand shipping, and a sufficient quantity of those varieties to encourage buyers to go in. Then you want to encourage farmers to believe that if they will do this, there will be a market at paying prices. The city papers deal very little with this fruit question. The Government should help this association more, so that it would be able to reach the farmers more fully and educate them on this question.

The PRESIDENT—A commissioner has gone to Britain to look into the question of their methods of handling fruit, making returns, etc. One of the largest and oldest houses in Liverpool has been perpetrating upon shippers what appears from the evidence we have to be a perfect fraud. There is also a case of the same sort in Glasgow. I am satisfied that their method of handling fruit stands as much against the interests of fruit growers in this country as anything I know of. The brokers there receive cargoes and sell immediately, without regard to market, or the division or selection of those fruits from that cargo for special markets. We have discovered also that they make false returns. A great many of those firms have pamphlets or lists published, giving sales. We have taken the precaution of employing persons to attend those sales, taking a note of the buyers of various cargoes, and the prices they buy at. On one cargo alone we find there is a shortage of a little over \$2,000 as between the actual amount the fruit was sold at and the return made by the firm to the shipper. It is a very great evil, and it is a question how to overcome it. One method is to make it known over there that we know it, then we will alarm the markets there to a certain extent; and as they are bound to get our fruit—for they want it, and must have our apples even if they pay a higher price than they pay any other country—then we will find that parties will come here and buy our fruit, were we can see that we are not imposed upon. Another evil is the freight rate on fruit; it is too high. It is a clean freight, and one that all railways and steamship companies desire. The present rate averages about the value of the fruit as we buy it. When you come to add that to the purchase price it makes the fruit expensive as landed over there. Yet it is difficult to know how to remedy this. It is a pretty hard thing to approach the railway and steamship companies under their present laws. We have tried to get reductions, but they absolutely refuse, on the ground that there is a law governing their rates. However, we know that they do break the law.