

drag. The pickers empty upon the packing table, and one packer with one or two assistants can pack as fast as six men can pick. The fancy fruit is all packed in the box suggested for trial by the committee of our association at Walkerton last December, viz., 9 x 12 x 18; the rest goes into barrels, and is graded No. 1 and No. 2. These barrels and boxes are at once nailed up and marked, and, as soon as the cars are ready are at once packed on board. This plan reduces the handling to a minimum, and is almost the only way to handle a large orchard in seasons like the present, when labor is so expensive and difficult to get at any price.

GROWERS SHOULD SHIP IN COMPANY.

MR. W. A. McKINNON, chief of the fruit division, Ottawa, at a recent meeting of growers at Grimsby, emphasized the great importance of working up an export trade in tender fruits. When all the Ontario orchards come into bearing the home markets cannot possibly take it at paying prices to the grower, and it is therefore of the utmost importance that we capture the northwest markets for this province.

Ontario growers should unite in small companies at shipping points in the fruit districts and make up car lots so as to se-

cure low rates of transportation. Packing and shipping houses, run on the co-operative plan, would also work well. Indeed, this principle would also help to solve several problems, as, say, the cold storage and the orchard spraying. He instanced, as a case in point, a spraying machine, run by a gasoline engine, at Woodstock, which keeps twenty orchards thoroughly sprayed, covering a district about ten miles in length.

CARS SHOULD BE WELL ICED.

There is doubtless much carelessness in the icing of cars, and shippers should see to it that a sufficient supply is put in the boxes at the starting point. Mr. Scriver, fruit inspector from Montreal, who was present at the same meeting, said that was of the greatest importance, for a poorly iced car was harder on the fruit than no ice at all. He had examined a great many refrigerator cars at Montreal, and in many cases found no ice remaining in the boxes on arrival. He believed that 90 per cent. of the failures in the export of tender fruits was due to the badly iced cars. Mr. Scriver also drew attention to the common fault of over pressing apples in barrels. The fruit thus bruised was sure to rot, and one or two rotten apples in a barrel would make it slack.

THE HERBERT RASPBERRY.

MR. R. B. WHYTE, the originator, says of the Herbert:

"The Herbert is the best of 30 seedling raspberries fruited during the last twelve years, and after careful comparison with all the leading varieties, I can confidently say that it is very much superior to any of them. In hardiness, it easily takes first place, standing a lower temperature than any other kind. The cane is very strong and vigorous, slightly prickly, leaves large

and healthy, and has never been affected by anthracnose, or disease of any kind. Fruit bright red, somewhat oblong, the largest of all red raspberries, larger than Cuthbert or London. Flavor, very sweet and juicy, the very best for table use. Enormously productive, will bear twice the crop of either Cuthbert or London, under the same conditions. Season five or six days before Cuthbert. Holds its size well to end of season."