



The Canadian Horticulturist

SUBSCRIPTION PRICE. \$1.00 per year, entitling the subscriber to membership of the Fruit Growers' Association of Ontario and all its privileges, including a copy of its valuable Annual Report, and a share in its annual distribution of plants and trees.

REMITTANCES by Registered Letter or Post-Office Order are at our risk. Receipts will be acknowledged upon the Address Label.

ADVERTISING RATES quoted on application. Circulation, 5,000 copies per month.

LOCAL NEWS.—Correspondents will greatly oblige by sending to the Editor early intelligence of local events or doings of Horticultural Societies likely to be of interest to our readers, or of any matters which it is desirable to bring under the notice of Horticulturists.

ILLUSTRATIONS.—The Editor will thankfully receive and select photographs or drawings, suitable for reproduction in these pages, of gardens, or of remarkable plants, flowers, trees, etc.; but he cannot be responsible for loss or injury.

NEWSPAPERS.—Correspondents sending newspapers should be careful to mark the paragraphs they wish the Editor to see.

DISCONTINUANCES.—Remember that the publisher must be notified by letter or post-card when a subscriber wishes his paper stopped. All arrearages must be paid. Returning your paper will not enable us to discontinue it, as we cannot find your name on our books unless your Post Office address is given. Societies should send in their revised lists in January, if possible, otherwise we take it for granted that all will continue members.

✧ Notes and Comments. ✧

WESTERN NEW YORK horticulturists have secured the right to ship car-load lots of pears and quinces in boxes and kegs as fourth-class, and in lesser quantities, second-class. This means a reduction over the old rates of 10 cents per 100 pounds in car-load lots, and five cents on smaller shipments.

SHIPPERS COUNT.—Mr. Britton complained at the Rochester meeting, of the unfairness on the part of railway companies in refusing to take the responsibility of the count of carloads of fruit packages. He says:

"We have, not one, but dozens of instances where we load, and take our certificates of weights from the weigher, or our account of barrels, and the bill of lading is marked 'shippers count or tally,' except where we ship from the larger cities.

When the car reaches its destination the purchaser, reports it to be so many hundred-weight short; they again furnish the city scale weights and we are obliged to pay for

2000 lbs and often 3000 lbs, or five and ten barrels of apples short at \$3 per barrel, for which we are unable to collect. Is it asking too much, under the circumstances, that every railroad should *Pay* what it receives and delivers."

THE MANCHESTER SHIP CANAL is likely to open up the interior of England to our fruit trade so that many fruit merchants who have been in the habit of buying from the great fruit brokers of Liverpool, may now receive consignments direct from Canadian growers at reasonable freight rates. Goods are being delivered at Manchester at about the former Liverpool rates. Mr. R. Dawson Harling, of Toronto, is the agent for this canal.

THE BISMARCK is a new and valuable apple from New Zealand. It is said to be remarkable for its early bearing, even grafts one or two years old carrying fruit.