

Scriver mentioned a case of this sort in which he was particularly interested. A car of Fameuse apples from Hemmingford, Que., arrived at Winnipeg on Monday, Oct. 19th, and as this shipment was from his own country, Mr. Scriver was particularly anxious to see it unloaded before leaving for Montreal on the following Saturday. However, there was no sign of the car up to Friday, when at his special request an engine was sent out Saturday morning to the yards at St. Boniface to bring the car into the city. The engine returned with the information that the car could not be found. Mr. Scriver left Winnipeg on Saturday afternoon, before the arrival of the car, which would certainly not be brought in until Monday, making a week at least that these tender apples had been lying in the yards.

EASTERN APPLES IN WINNIPEG.

Fruit Inspector Scriver says that the quality of the XXX apples shipped to Winnipeg from the east has been very good, and merchants expressed themselves as well pleased with this season's business. Apples were selling at about \$4.00 per barrel, with fancy varieties still higher. Fancy Fameuse, from Quebec, which are this year exceptionally large and free from scab, were in good demand at \$6.00 and Ontario Snows at \$5.00. Retailers and consumers in both city and country seemed to want only first-class fruit, and were willing to pay for it. The same could scarcely be said of the middlemen who naturally tried to buy in the east at as low a figure as possible. Exporters to the European markets are paying as high as \$2.25 per barrel, said Mr. Scriver, and consequently Winnipeg buyers could not get the best fruit at \$1.85, which they had been considering as about the limit of a price.

There was some complaint in Winnipeg that packers were filling the barrels too full, with the result that the pressure in heading bruised the tender fall varieties to such an extent that many of the apples at the top were found to be worthless on arrival. The packers were evidently afraid of the barrels going "slack," but they rather overdo their precautions to prevent that undesirable condition.

In speaking of the apple trade in general, Mr. Scriver mentioned that this year especially there is a good demand for XX apples, and there would be a much greater call for them if buyers could be sure of what they were getting. At present this grade is very uneven in quality, and it is a question if the Fruit Marks Act should not more clearly define its characteristics. Some large packers are putting up XX fruit that is nearly equal to XXX, and they find it a hardship to compete with all sorts of culls, which may now be legally marked XX.

SHIPPING FRUIT IN BOXES.

Fruit shipped in boxes or cases does not always escape bruising, because there is frequently considerable bulge to the tops, and when the boxes are stacked up in the usual way, bottoms downward, the weight of the upper layers causes considerable pressure on the fruit. More especially is this the case when the boxes are not placed with sufficient care to ensure that each rests on both protecting strips of the one below. It has been suggested by the Fruit Division that it might be better to place the boxes on the sides in the car, as in that way there would be no weight on the bulged portion. A firm of fruit packers and exporters in Burlington, Ont., is now testing this plan of shipping and the results of their investigations will be awaited with interest.