

denote high color or unusual excellence. The most difficult thing for the ordinary shipper to do will be to assort to anything like a uniform size, unless he is fortunate enough to own a grader. He cannot trust his eye, and unless he is confident of the size, it is unsafe to mark it on the package, lest he lay himself open to a charge of fraud.

In our own packing, we have included size under these grades, as being most convenient in practice; and apples  $2\frac{1}{4}$  inches in diameter are placed in grade X;  $2\frac{1}{2}$  inches in grade XX, and  $2\frac{3}{4}$  inches in grade XXX, while apples above that will be stamped "extra."

#### THE DUCHESS APPLE

THIS beautiful variety contests the first place as an early summer apple, with the Red Astracan. It does not ripen quite so rapidly, and this gives it the advantage for export. One of the largest Duchess orchards in the world, says our contemporary the Sun, is probably the one of Dr. Young's, at Young's Point near Picton. He has 5000 trees of this one variety from which he began shipping fruit to Montreal the last week in July, and at the same time the writer began shipping Astrachans to Ottawa.

#### EXPORT OF PEARS

THE export of our pears to the British market will always be more or less regulated by the prices in the Canadian market. When No. 1 pears, averaging  $2\frac{1}{2}$  inches in diameter, net us less at home than 40 cents a twelve quart basket, there is little doubt that more money will be made in exporting them. Shipments have been forwarded by us every year now for five years past, and with very few exceptions, and these only when arriving over ripe, pears have netted us satisfactory prices. In the year of 1900 there were 2740 half bushel cases of pears forwarded, and the following extract from Professor Robert-

son's statements in our report will be worth quoting just now, when a good many pear growers are considering the wisdom of making trial shipments to the British market.

"The returns from the pears vary very much, partly owing to the size of the pears and partly owing to the condition of the pears as to ripeness. Some pears landed a little too ripe, "dozy," and then later shipments were landed too green. Pears should be picked when the pips are about to turn brown. In the case of the very tender pears they should be picked *just before the pips turn brown*. If the late pears are packed in that condition they do not ripen in that way and then the English buyer cuts the pear down and looks at that part, if the pips are too brown he says they are going toward decay, and they go into the hands of the jobbers. A very early and tender pear should be picked at an earlier stage of ripeness than the latter pears which do not ripen so quickly. We all know that principle, but we have forgotten to put it in practice in the actual management of the shipping business. Here are the figures of one of the early lots; 55 packages from Mr. Woolverton were sold for 86.4 cents and netted 50 cents at Grimsby. The packages held about 16 or 18 lbs., the large ones a little more than that. The report to me from Manchester was that that was the actual weight of the pears. 95 packages from Mr. Van Duzer were sold at 93.7 cents netting 52.6 cents, and 145 packages of Bartletts, especially good, were sold in Manchester for \$1.07 and netted in Grimsby \$1.54 per case after all expenses were off.

The fruit shipped by D. J. McKinnon & Sons sold as follows; First lot, 74 packages, were sold at \$1.07 in London, and netted 85 cents in Grimsby; Second lot, 77 packages, were sold at \$1.21 in Manchester, and netted 82.2 cents, in Grimsby; Third lot, 65 packages, were sold at \$1.10 in Bristol, and netted 71.1 cents in Grimsby;