

Mr. HARRIS asked if anybody had ever tried grafting on these trees?

Mr. STARRATT said that he had grafted one of such trees, but although the tree is still alive it is by no means a healthy tree.

The CHAIRMAN said that the action of the sap of a tree was in some respects like the circulation of blood in the human system. When a tree is growing the sap has circulation, and in winter the sap is dormant.

Mr. HARRIS asked if bridge-grafting over the trunk would be recommended in cases of bark bursting, or should the trees be cast away altogether.

R. W. STARR stated that his experience in bridge-grafting was that it was simply time thrown away. Many years ago he had tried it and the trees grew well, but in the course of three or four years the girdle would be decayed, so that it proved no support to the tree. The others were simply ropes of sand; and were no support to the tree.

The discussion on this question here ceased.

The PRESIDENT stated that he had received a letter last October, accompanied by two apples, from Dr. Primrose, of Laurencetown. The apples were a hybrid between a Baldwin and Nonpareil.

The next question on the programme for discussion was—"At the present stage in the history of the fruit export trade is it expedient to subsidize one line of steamers?"

The CHAIRMAN said that at the present time the steamers, or their agents, used the fruit exporters just as they pleased, and sometimes the cost of transportation was inordinately high.

Dr. REID said that to discuss the question properly and deal effectually with it, it was necessary to have every fruit grower in the Valley a member of the Fruit Growers' Association.

Mr. DIXON said he was in a position to state the amounts which the various steamship lines charged. Pickford & Black charged from Wolfville to London, \$1.10; Cunard & Co., agents of the Allan Line, charged 98 cents from Wolfville to Liverpool; A. G. Jones & Co., who are agents for the Dominion Line, charged 89 cents from Wolfville to Liverpool. As to the question whether it was expedient

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