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WRITE FOR CATALOGUE

C. B. REECE St. Catharines, Ontario

Fruit Inspection at Montreal

E. H. Wartman, Dominion Fruit Inspector

THE shipment of apples by steamers from the port of Montreal has ended for 1905. The season from beginning to end was one of great activity. Notwithstanding the reports, both early in the season and later on, that apples were only 50% of the crop of 1904, yet the aggregate shipments from Montreal, of over half a million barrels, was many thousand barrels greater than last year.

Many ask, How do you account for this? In the first place, prices on the other side for XXX fruit were so promising that in some cases 20s. were paid for XXX all varieties of apples. This rather spoiled the shippers, and led some of them to ship very poor XX and even X apples in large quantities. As an XX barrel of apples is not defined by law, the minds of many shippers were very elastic, and many thousand barrels went forward that could have been used in our own country to better advantage. However, it is hoped the law will soon define a No. 2 apple so that we can look for a fair quality of apples under this designation, which will fill a commercial want, while the poorer qualities can be used in other ways.

The season on the whole has not been a profitable one for shippers or ship owners, owing to the disastrous accidents that some of the big steamers, viz., the Victorian, Bavarian, Eupheme and others, met with. It is to be hoped that the blame for running such costly steamers on rocks will be attached to the right parties, that the effect may improve our future trade.

We should be encouraged, as fruit growers and shippers, when we see such markets as Britain, Germany, France, South Africa, Japan and Australia open for our fruits. Need we fear the future? I would think not. I heard fruit growers 25 years ago say: "We are getting only \$1 per barrel for our fruit this year, what is the use of setting out more trees, for in 25 years apples won't be worth picking?" The 25 years have passed and where are we to-day? Retailers in Montreal for a first-class barrel of Spy apples ask \$4.50, and say, with an independent air, that it is their best figure for such stock. So we see our fathers made mistakes in their day. The man who has a large orchard of good varieties, well cared for, has a gold mine.

The men who put up apples this season that were strictly in accordance with the Fruit Marks Act, are the men who will succeed and who are a credit to our country. But the men who, from time to time, mark No. 2 fruit No. 1, and who put any trash under No. 2 and No. 3, cannot expect to succeed or be benefactors to our great commercial fruit trade.

The inspection of fruit at the Port of Montreal this season involved the opening of 8,000 packages, and it has given the inspectors a good idea of the season's pack as compared with 1904. It is their opinion that Canadian growers show a marked advance in packing, and they can attribute their success largely to co-operation and co-operative packing, in most cases this season, on account of the uniformity of the quality of the fruit in the packages, has been highly commendable.

The increase in boxed apples this season over last was 16,584 boxes. This small parcel requires only moderate pressure to keep the fruit tight, and very few packages showed signs of injury by bruising. On the other hand, apples in thousands of barrels were materially injured by too hard pressing, which caused early decay. If many a manipulator of the apple press could have seen the damage he was doing by unskilful work, it would have been a lesson of a lifetime to him.

The handling of apples for export in boxes is, comparatively, a new thing, and the boxes are not handled with the care they should be. Freight handlers have no more right to drop a box of apples than a box of eggs, as both are injured by a fall. The dropping business does

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