

be realized by any one bold enough to grow it by the million in the neighbourhood of Winnipeg, and along the branches of the Saskatchewan. We know of no tree so well adapted for the purposes of protection, take it all in all, as the Canadian pine. There are other varieties of the pine family closer in the spray, and well adapted for shelter planting, such as the spruce, Norway larch, and tamarack, but after every consideration, the pine of our country seems to us better adapted than any other. Should this opinion be successfully controverted, we are satisfied, that a very suitable substitute for the present fencing and shedding on railways will commend the substitute for general application, and the same is true as applied to the necessity for tree shelter in the long and sweeping stretches of the prairies in the far west.

An important question arises, how best to bring such, or similar views, to bear on the authorities who preside over our railways. This can only be effectively done by shewing the pecuniary or commercial advantages likely to accrue to the country, and especially to the fiscal policy of the Dominion. For years, tree shelter would require no renewing, and less care and expense than are now spent on renewals for fencing and shedding. The permanency of the protection is greatly in its favour, and were suitable methods to be employed in planting, a most effectual windbreak would be the resultant. To do this, and to take the initiative, before land becomes dearer, would also lessen the expense in the long run. A belting in the more exposed situations would be also required, as trees only thrive well, when growing under the protection afforded by massing them. We would recommend a trial on a small scale of Canadian pine in the more exposed parts of the Intercolonial along the St. Lawrence coast, or along the ridges, Aulac to Touro. A brief period would suffice to show its adaptation for economic railway purposes, and would doubtless at no distant day, suffice to show its adaptation for general shelter purposes throughout the Dominion. Who is to make a beginning? We are satisfied that whenever the general public, and our Members of Parliament, have their attention directed to this interesting and important subject, through the pages of the *Canadian Horticulturist*, that great and good results will issue, not only to the railway interests of our country, but to the general public of the whole Dominion.

Doubtless, trees must be grown and prepared. I see no means so feasible to secure the preparation and outlay as the guarantee against loss to the tree producer by a powerful company like that of the Grand Trunk Railway, or by the authorities who direct the Intercolonial and Pacific Railways.

REPORT ON THE FRUIT CROP.

BY DANIEL B. HOOVER, ALMIRA.

I will again try to report to the Fruit-Growers' Association the condition of our fruit and fruit-trees for the summer of 1879.

The apple crop in our neighbourhood is rather light, though plenty for home use, and of good size in general, but got rather ripe on the trees to keep well for winter. They commenced dropping off themselves at picking time. I think that hot October weather hastened them on too fast.

The pear crop was very much according to what kind of trees they were; the old common seedling trees bore profusely. Amongst the finer kinds, come the F. Beauty and Clapp's Favourite best in bearing, but neither bore heavy. One of my neighbours had a fair show of Souvenir Du Congress pears on his young, small stunted-looking trees, which he got from some tree pedlar. I think they will be good bearers, judging by the yield these few scrubs have made this season.

Plums were nearly a failure in our neighbourhood this season.

Cherries, the early sweet kinds bore a large crop for me this season. I have three different kinds, which I have no name for. One kind is nearly as large as a greengage plum; the tree is a slow grower, bears nearly every year.

Grapes were a good crop, but rather slow in ripening. It was rather a fresh, moist