

Cold storage on cars and steamers is intended to provide safe carriage for firm cool fruit; it will not save overripe or bruised fruit from decay, nor is it meant to receive and chill warm packages filled with warm fruit. *The fruit should be thoroughly cool before it is shipped*, or good results cannot be expected, and the fact that this is not done explains many failures attributed to cold storage.

Co-operation will be doubly useful here, for it will provide shippers with cold storage at central packing houses, which private individuals could not secure, and it will enable the organized association to ship in large quantities, and thus to reserve cold storage compartments on the steamers for fruit exclusively, to be maintained at whatever temperature may be stipulated. Independent shippers have to accept what accommodation is offered, and this is frequently space in a compartment which has been prepared and regulated to suit some other commodity. The experience of a shipper of a carload of pears last season, who was offered the choice between ordinary storage and space in a butter compartment at 25 degrees, is perhaps not exceptional. By uniting, shippers may make their cold storage trade worth entering to.

b.—VENTILATION.

Shippers should endeavour, either individually or in combination to secure accommodation during the winter months in parts of the steamer which are thoroughly well ventilated by fans. If the fruit is in good order when shipped, and has plenty of air during the voyage, it will almost certainly come out in satisfactory condition. But the process of ripening alone is sufficient to cause heating and injury to the fruit if there is not free circulation of air about the packages.

c.—PROTECTION FROM FROST.

Care should be taken in the case of shipments after the first of December to ascertain what the weather conditions are likely to be during the journey to the seaboard, and while the fruit is at the port waiting to be loaded. If hard frosts are expected means should be taken to cover the barrels with straw or to heat the car if necessary in order to protect the fruit. Very serious losses may be avoided in this way. A large number of barrels of otherwise marketable apples were sold in London last January for \$5, which was less than the cost of the barrels alone. This fruit, had it not been ruined by frost, might have brought eight or ten shillings a barrel.

8. Storage.

Winter fruit should be sorted before being stored, in order to avoid paying storage charges on culls, and to reduce the loss from shrinkage in repacking. Storage apples must not be loose in the barrels, but hard pressing is unnecessary, and injures many apples.

Apples may be kept safely in any building where they will be quite cool and reasonably dry; if the outside air is depended on for cold, the openings should have slides by which more or less air may be admitted, according as the weather is mild or severe, and during cold snaps, means should be taken to protect the fruit nearest such openings.

Uniform temperature is desirable, and artificial cold storage is in this respect very efficient. It has been found that apples will keep longest if held close to freezing point, and the best results appear to be obtained from a steady temperature of 31 degrees, at which point barreled apples will not freeze.

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For further information regarding the British and European markets for Canadian fruit, the reader is referred to the evidence of Mr. W. A. MacKinnon, Chief of the Fruit Division, given before the Select Standing Committee on Agriculture and Colonization, in May, 1903. The Evidence may be had free on application to the Fruit Division, Ottawa.

N.B.—No postage is required on letters addressed to the Fruit Division on official business.