

a quality and better condition than the shipped ones. Our English apples have not the color that yours have, but we are inclined to think that the expense of wrapping them in paper and putting them in small packages, as was done in this case, is at this time of year inadvisable." The same people wrote me a letter—a letter which I received only yesterday. It is not confidential, therefore I use the names. "By the S. S. Manchester Trader we received from Messrs. Pettit & Son and Mr. Andrews, of Grimsby, Ont., consignments of apples in boxes of about 45 to 50 lbs. gross. The quality and size were good, and such will always command good prices. We have written Messrs. Pettit and Andrews, advising them to send all they can, if they can ship the same quality and size, as we feel sure they will do well. We would be pleased if you would advise any of your shippers if they hold this A 1 stock to ship it here, packed in 40 lbs. net boxes, and the apples wrapped in tissue paper. It is no use sending small or medium sized fruit, as there is plenty of this kind on the market." Those apples, looking down the sales, sold from seven shillings, and in fact one lot of seven cases as high as 9s., from 9s. down to 4s. 6d. per case for everything except the samples. These are substantial good prices for 40 lbs. of apples.

At the same rate of expense as the shipments made by the Department, a package that size would cost about 40 cents for transportation and selling expenses. The freight charges varied according to the rates that prevailed on the ocean, and also as to whether a full carload was sent. If they sold for 7s. with 40 cents to come off, they would net about \$1.28 per box.

EXORBITANT FREIGHT CHARGES

TWENTY five years ago, very little fruit was sent by freight. It was thought necessary to send it by express notwith-

standing the exorbitant rates. Soon however it was found that the Express company was receiving all the profits and that very little was left to the poor fruit grower for his labor. The writer once shipped 300 baskets of peaches to Montreal. They were magnificent Crawfords, but the market was glutted and the whole lot sold for \$111.00, of which \$80.00 was taken by the express company for charges! Such outrageous charges led us to seek the fast freight service, which has been a great relief, but now that immense quantities of fruit are being sent forward, even the freight rates are far too high. Why, for example, should a car of grapes be carried from St. Catharines to Montreal for \$50.00 and other fruit for \$66.00? The fruits are now all put up in the same kind of packages, there is no more trouble handling the one than the other, why then the discrimination? This matter of transportation charges is most important, and has been referred to a committee of our Association, upon which rests the responsibility of bringing before the company the necessity of entirely new classification rates and lower charges for carrying fruit. We would suggest that local fruit growers' associations also take action to support our efforts.

GRADE MARKS FOR APPLES

NOTWITHSTANDING that the Fruit Marks Act permits the use of various terms to designate No. 1, No. 2, and No. 3 apples, it is most desirable in the interests of both seller and buyer that uniform terms should be adopted and defined. Nothing is simpler than the X's suggested by inspectors Lick and Carey at their Prince Edward County meetings; XXX standing for No. 1 fruit, which means that it shall be sound, uniform and at least 90 per cent clear of blemishes; XX for No. 2, and X for No. 3. In addition of course the shipper may add the word "extra" or "fancy" to