

c.—MARKING.

The object of marking a package should be —

a. To advertise clearly and distinctly the source of the fruit, so that further supplies may be ordered readily and with certainty.

b. To indicate in the plainest possible manner to purchasers the variety and grade of the fruit which is offered.

It is, therefore, recommended that stencils or rubber stamps be used for placing all marks upon packages for export, unless such marks are already printed on the package as it comes from the manufacturer. Crayon or lead pencil should never be used for shipping marks, as such marks are indistinct and liable to be rubbed out. Many good looking brands are entirely spoiled by awkward pencil marks, used to indicate the variety or the grade. The additional cost of small stencils for variety and grade is so small that it should not be counted, when it is considered how much more attractive a neatly marked package is than one which has been carelessly marked.

The Fruit Marks Act, 1901, requires every closed package to be marked as above. In addition, owners would do well to give each packer a number, which will appear on every package put up by him, thus serving to identify his work. See Appendix V.

6. Handling.

Apples should be taken to shelter immediately after picking, and should in no case be left in heaps on the ground, exposed to sun or rain. Barrels of fruit should be hauled only in spring wagons and on their sides.

Early apples especially, which are likely to be picked in warm weather, must be chilled at once, and, decayed or injured samples having been removed, only cool, sound fruit, in cool packages, should be exported, if good returns are expected.

Reports from Great Britain show that shipment after shipment of early apples turns out heated, overripe or wet; and that the lowest prices are realized because so much of the fruit is unfit for export, and detrimental to the better fruit with which it is mixed. It has many times been asserted that if only half the quantity were carefully selected for shipment, and the rest thrown out, the net returns would be larger.

A movement which is on foot in various parts of Canada, to form associations of growers and have storage and packing houses erected at central points, is worthy of every encouragement. If growers will co-operate in this way to secure proper treatment of their crop, with uniform grading and packing, and shipment by competent and independent workmen, much will have been done to revolutionize the Canadian export trade, and to eliminate losses, particularly in early apples.

Apples in barrels should never be left about a railway station or elsewhere, unprotected from the rain. Barrels which have been in the rain are almost certain to go slack before reaching their destination, even if the fruit is not otherwise injured.

On board ship (or in sheds) the apples should not be piled more than five high; and in the piles the rows should be built up separately by a workman standing on the ground, instead of, as is sometimes done, by completing one entire tier and then walking on and rolling barrels over it to build the next layer. In short, every possible care should be taken with barrels of apples; they should be considered fragile packages containing valuable merchandise.

7.—Shipping.

a.—COLD STORAGE.

Early varieties should be shipped in cold storage if possible, care being taken with the selection and packing, as only the finest fruit will repay the additional expense of cold storage. If properly insulated, air tight and well iced, the car will maintain or slightly reduce the temperature of the fruit, but to fill a car with warm apples is unfair alike to the shipper and the service.