

their timber. English Walnut timber is very valuable, having a handsome grain and being unusually heavy, so heavy, in fact, that the green wood will not float in water. The wood is used in the manufacture of gunstocks and furniture, having a greater value than mahogany. Single trees have been known to sell for more than \$3,000.

Realizing the importance of having a home supply of English Walnut trees, France passed a law in 1720 prohibiting the exportation of the timber. How well-advised was this move may be appreciated now when it is known that the United States is importing yearly from Southern France a large percentage of her total consumption of 50,000,000 pounds of English Walnuts.

The Romans did not neglect England; for as a result of their invasion, many of these fine trees, hundreds of years old, are scattered along the roads and drives in every part of the islands. Some are nearly a hundred feet high with a spread of more than a hundred feet and bearing thousands of nuts for their owners every year. One tree is reported to be more than a thousand years old and to produce more than 100,000 nuts a year, being a chief factor in the support of five families. In England, by the way, it is customary to eat the fresh nuts, after the removal of the outer skin, with wine, the two dainties being served together.

The Germans also were quick to discover the great intrinsic value to their country of these trees, and very early formed the habit of planting a young English Walnut tree to take the place of one which for any reason had been cut down. The Germans were also said to have promulgated in certain localities a law which required every young farmer intent on marriage to show proof that he was the father of a stated number of English Walnut trees.

It is believed the first English Walnut tree in this country was planted by Roger Morris in 1758 at what is now known as Washington Heights, New York City. George Washington must have found that tree in 1776. Just one hundred years later, Norman Pomeroy, of Lockport, N. Y., father of E. C. Pomeroy, of the English Walnut farms, found a tree in Philadelphia, possibly a descendant of the original Morris tree. Mr. Pomeroy's tree was loaded with an exceptionally fine variety of sweet-flavored nuts, thin shelled and with a very full meat. That very tree, with Mr. Pomeroy's help, was the progenitor of all the English Walnut groves in Western New York, as well as of the many fruitful and ornamental trees now growing in all parts of the north and east.

Experts say there is no good reason why this country should not raise, at least, enough English Walnuts for its own needs, and even export a few million dollars worth. We are now importing more dollars worth of these nuts than both Canada and the United States are exporting in apples—and this, too, when Canada and the United States are known as apple countries.

California is producing about 12,000 tons a year. That State's crop last year would have been more than 13,000 tons had there not been three days of extremely hot weather about the middle of September, the thermometer registering 115 in many of the walnut sections. This torrid period seriously burned about 2,200 tons of nuts, yet the crop realized more than three and a half million dollars.

The California growers do not have the frosts to open the outer shucks which we have here in the east, but they overcome this drawback in a great measure by irrigating a few days before the nuts are ripe. They begin the harvest the last of September, gathering the nuts which have fallen, drying them in trays for a few days, then taking them to the Association packing houses, where they are bleached and sacked. The Association does the shipping and the marketing, the grower gets his check on delivery at the warehouse. For there is no waste and the nuts are all sold before the harvest begins; in fact, often oversold.

In some of the old missions of California there are English Walnut trees more than one hundred and forty years old, with trunks four feet in diameter. There are many of these individual ancient trees throughout the State, but the oldest of the orchards are from thirty-five to forty years. Some of these trees have a spread of eighty feet or more, and the growers consider that an English Walnut orchard will bear profitably for at least two hundred years.

If trees will do this in irrigated sections, they will live and grow much longer in unirrigated places, for it is well known that the roots of trees not irrigated go much deeper into the sub-soil and get the moisture and nourishment which this sub-soil furnishes. The roots of irrigated trees remain nearer the surface, and are not so long lived.

As an ornamental tree the English Walnut is unsurpassed. It has a light bark and dark green foliage which remains until late in the fall, being shed with the nuts in October and never during the summer. It is also an exceptionally clean tree and beautifully shaped, and, so far as known, has never been preyed upon by the San

Jose scale or any other insect-pest. This freedom from scale is attributed to the peculiar alkali sap of the tree.

The demand for this nut is increasing rapidly, as its great food value is constantly becoming better known. Its meat contains many times more nutriment than the same amount of beef steak.

The price is keeping pace with the demand, the growers now receiving three times as much for a pound of nuts as they got a few years ago when they were producing only a tenth of the present output.

Thus it may be seen that the planting of English Walnut trees not only is an exceedingly lucrative venture for the present generation, but it means the conferring of a priceless boon upon the generations to come. Some states are considering the advisability of planting these trees along the new State Roads, after the custom in England and Germany, where practically all the walnuts are distributed along the drives or serve as ornamental shade trees upon the lawns. There is one avenue in Germany which is bordered on both sides for ten miles by enormous English Walnut trees which meet in the center, thus forming a beautiful covered lane, and at the same time yielding hundreds of dollars worth of nuts each season.

It is the custom in England and Germany to lease the trees to companies which pay so much for the privilege of harvesting the nuts, thus attaching to the trees a value similar to that of gilt-edged bonds, yielding a steady income to the owners with no work involved.

Besides the demand for English Walnuts as a table and confectionary delicacy, they are often used for pickles, catsup and preserves, and in France many tons a year are made into oil, furnishing a splendid substitute for olive oil.

Connecticut, U. S. A. HOLLISTER SAGE.

## The First Cars of Pre-cooled Fruit.

Editor "The Farmer's Advocate":

The first carload of pre-cooled fruit to be shipped from the Grimsby Cold Storage, was a carload of Montmorency cherries, purchased by the Department from the growers at 37½ cents per six-quart basket delivered at the cold storage. After cooling, the cherries were loaded in a refrigerator car and consigned to the Scott Fruit Co., Winnipeg. The car left Grimsby on the evening of Thursday the 16th and was opened in Winnipeg on Wednesday the 22nd. The Account Sales just received is as follows:—

Winnipeg, July 24, 1914.

Consignment No. 607.

ACCOUNT SALES.

Shipped by Dairy and Cold Storage Commis-  
sioner, Ottawa. To THE SCOTT FRUIT  
CO., LIMITED.

Received 22 July, 1914.

Pkgs. Rec.	Description Car 340232	Total.
No.		cts.
Sold		
2277	Baskets Cherries sold for	60
10	Raspberries	125
		\$1366.20
		12.50
		\$1378.70
	Express	
	Duty	
	Freight	148.00
	Commission	275.74
		423.74
	Net Proceeds	\$ 954.96

Other sour cherries were selling in Winnipeg on the same day (July 22nd) at 38 cents.

The car was accompanied as far as Winnipeg by Edwin Smith, who is in charge at Grimsby and both his report and the report of the Scott Fruit Co. state that the cherries were in perfect condition.

A little calculation will show that the net proceeds of this car was nearly \$100 in excess of the price paid the growers. The commission of 20 per cent. for handling seems altogether too high. I do not see why a commission agent should receive nearly twice as much for disposing of a car of fruit as the railway company receives for hauling it nearly 1,400 miles.

A second carload of cherries, which was put through the warehouse and pre-cooled for E. J. Woolverton & Sons, was sold in Montreal on Monday the 27th. These cherries were picked at different times during the ten days preceding shipment and they were placed in the cooling-room the day they were picked. Some of them had been in storage for over a week when the car was lifted on Friday the 24th. The Montmorencys in this lot sold as high as 45 cents, and Windors as high as 75 cents per six-quart basket. The fruit inspectors report that the cherries arrived in Montreal ex refrigerator car in good condition. Messrs. Woolverton's object in this shipment was to extend the season a week or ten days and thus avoid the glut which

prevailed at the time of picking. They seem to have succeeded in their object.

J. A. RUDDICK.  
Dairy and Cold Storage Commissioner.

## FARM BULLETIN.

### Thoughts on Canada.

By Peter McArthur.

A few days before the field of mixed oats and barley was ripe enough to reap there came an urgent call for chicken feed, and taking the scythe I proceeded to mow a swath. As the mowing machine came into use when I was a boy I never learned to be an expert with the scythe, though I can swing one without jabbing the point into the ground too often. In my boyhood this implement was used chiefly to mow the fence-corners and the job was left to experts who had been trained to mowing real meadows. The scythe we have was bought for the purpose of cutting weeds,—and not used nearly so much as it should have been. As I said above I took the scythe and proceeded to mow a swath for chicken feed. When the swath was cut, I raked it into bundles and proceeded to bind it into sheaves. I had done enough binding years ago to be able to make the bands without giving the matter a thought. My hands seemed to go through the motions instinctively. And it was because this little trick of binding seemed marvellous to the boys—they had never seen any but self-binding sheaves—that I was led to think of the change that has come over Canada even in my time. My memory goes back to mowing hay with scythes and raking with handrakes; to reaping with cradles and binding the sheaves by hand. To my children, these things are as strange and far away as the glacial period. The Canada of to-day is as far removed from the Canada of the pioneers as that Canada was from the homes they left behind in England, Ireland, and Scotland. Indeed, I think it is easier to find pioneer conditions in the Old Country than here in Canada. In England I saw men mowing meadows with scythes and raking with handrakes less than ten years ago and on a trip through Yorkshire I saw from the car-window a group of laborers reaping a field of wheat with sickles. We have moved more rapidly than the older countries—so rapidly that we are in danger of losing the most significant part of our history. As a nation we are trying to acquire a martial strut, and making much of the few military skirmishes that we dignify with the name of battles, entirely forgetful of the fact that Canada was conquered with the axe, the torch and the plowshare.

As a boy I learned, from the lips of the pioneers, the story of the great war with Nature that changed the wilderness to fertile fields. All my life, in other lands and in far cities, my imagination has brooded on that story until I have come to regard it as the most wonderful in the history of the human race. There have been many wars, recorded by historians and sung by poets, that yielded nothing but slaughter and a questionable glory. Not even the glamour of romance and song can hide the horror, cruelty and injustice of the wars that form so large a part of the history of struggling, futile, blind humanity. But few centuries ago a man had a dream and courted the favor of kings so that it might be fulfilled. His purpose was to find a shorter and more direct route to India. But the purpose of Columbus was not the purpose of the God of Nations. The dream that urged him to sail "beyond the sunset and the paths of all the western stars" was to have a fulfillment beyond the flights of his imagination. He did not find a shorter passage to India. He found a new world. Then began a movement of the race and a struggle without parallel in recorded time. After the first plundering adventurers had failed in their quest for gold the oppressed and downtrodden of the old world were moved by a fierce hunger for homes that they could call their own. In ever increasing numbers they broke the ties that made them serfs of the soil or gave up the trades that yielded them a meager living. Peasants, fishermen, sailors, weavers, shepherds—men of all servile occupations began a flight from lands of bondage to a New and greater Promised land. It was a hejira that was destined to change the history of the world. Practically without leaders they plunged into the wilderness and few of them ever returned. Men, women and children made up the army that was to conquer Nature on a continent that she had held as her own since the beginning of time. Each man was his own general in that war, and every hero left his bones on his field of victory. A generation of men and women sacrificed themselves on the altar of toil so that their children might be free. They left to their descendants a new world in which they need call no man master. They accomplished more than any other men that ever walked the earth—and their names are forgotten.