

possesses several points of superiority over the ordinary barrel for the shipping of apples. The inventor has evidently followed the generally expressed desire for ventilation, and in this particular has succeeded beyond dispute. Time was when, although it was considered necessary to have perfect ventilation in the apartment where fruit was stored, either at home or in transit to market, it was looked upon as necessary to have the barrels containing such fruit as close as possible. It appears reasonable that if ventilation is valuable in the storing department, it must be equally valuable in the packages themselves, and experience has borne this out as a fact, providing the fruit is in proper condition for shipping at all. It is quite unnatural to confine the fruit from a circulation of pure air, and it cannot but be injurious to the fruit when air is confined in the barrel with it until it becomes foul. It is well-known that if we store fruit in an ice-house or pit it will keep well for a time, but so soon as it is exposed to the air decay sets rapidly in, whereas if such fruit had been stored in a more natural atmosphere it would keep longer and retain flavor more perfectly. With the Kerr barrel a packer cannot hide poor fruit so easily in the middle of the package as the sample can be seen from top to bottom through the openings between staves. It is also said to be lighter than the ordinary apple barrel which might make a slight saving in freight. From the method of construction it can be made any size to suit trade, and the cost will vary according to size. Being made entirely by machinery, I presume it can be placed on the market for something less than the ordinary barrel. The staves can be cut of such thickness as may be necessary to give sufficient strength to avoid material damage by pressure when piled in tiers in a vessel hold. It also seems to me that the damage caused ordinarily by the shunting of cars and running vessel shoots may be largely overcome with this barrel, as there is more "give" to it than in the ordinary barrel when striking upon the top or bottom edges. I believe a cargo of apples packed in these barrels, shipped in cars and vessel apartments well ventilated, should arrive in Britain in a perfect condition, and certainly the British broker could not truthfully return an account of sales classifying any as *wet*. A purchaser could see the sample fairly well without opening, and would naturally feel greater confidence in purchasing such fruits on sight. As this barrel can be made as easily with or without bilge, I feel anxious to have it tested in all forms, for after all there is nothing so convincing as actual test.

Members of this association will remember seeing some months ago the prospectus of the "Empire Produce Co." enclosed in the *Horticulturist*. The object of this company is to act as brokers and commission agents for the growers of fruit and general farm and dairy products, disposing of the same to the legitimate cash buyers who sell direct to consumers both in the markets of Canada and Britain.

I think we are all agreed that it is unsatisfactory to consign goods to commission men who are also retail dealers or speculators. Self interests under such circumstances must clash with that of the client. We often hear complaints of bad returns, and insinuations that particular consignments of fruit must have been turned into the commission men's own stock instead of being sold in fair and open competition. Working under such a charter as this company has, no such doubts can exist. The company cannot buy a cent's worth on its own account. Its books will be audited and always open to prove the *bona fides* of returns. The precise mode of selling has not yet been decided upon, and I am authorized to ask for advice from this Association on this point, as well as other points that may occur to growers and shippers touching our interests. There is one important reform that this company will endeavor to bring about in time for next season's business, namely, the earlier daily arrival of fruit for sale in local city markets. It appears that the trade, particularly in Toronto, is greatly inconvenienced by uncertain and late arrival. The co-operation of both growers and dealers is invited to secure suitable railway and steamboat accommodation, so that goods may reach their destination at an early hour in the day. I desire members of this Association, as well as others interested, to speak out now plainly, and by advice to assist in placing this most important branch of trade upon a better footing than it has heretofore been. Personally, I have taken a deep interest in this scheme, believing that it is in the interest of producers, and that therefore it will prove to be a strong factor in advancing our industry by the obtain-