

way of a practical illustration I will give one out of many instances coming directly under my own notice. A shipper at London, Ontario, sold two hundred barrels of choice apples to a firm in Covent Garden, London, England. This cargo I carefully inspected both before and after the fruit was packed, and I can testify to the fact that the fruit was choice in sample and varieties, and in splendid condition for shipping. Every possible precaution was taken, and the most positive instructions given to the Grand Trunk railway agent at London, Ontario, as to handling, accommodation and despatch, with a request also that these instructions should be sent forward to the agents of the ship. Mark the result: The goods were nearly a month on the way. I quote the report of the Covent Garden firm, Messrs. Pankhurst & Co.:

"When our man arrived at the ship a barge was alongside taking off the steaming dung quite a yard and a-half high on the deck, and immediately over the apples. Of course he knew what to expect, and sure enough when the apples came from below they were half full of juice. It astonishes us that the shipping company, in their own interest, are not more particular, as these were too full of water to go into the dock shed, but stood on the quay literally swimming in their own juice. We enclose a copy of claim we sent in to the company; also their reply." The claim referred to is made up thus:-

	£	s.	p.
Cost of apples	-	-	80 0 0
Freight on them	-	-	36 15 0
Dock dues	-	-	2 6 8
Making a total of	-	-	£119 1 8
The sales were			
110 barrels, sold at 1/0	-	-	5 10 0
30 " " 2/6	-	-	3 15 0
10 " " 3/0	-	-	1 10 0
10 " " 3/3	-	-	1 12 6
40 " waste	-	-	
Total sales	-	-	£12 7 6
Leaving as loss the balance	-	-	£106 14 2

To this claim the Allan Brothers & Co. replied that they could not see why the ships should be held responsible, and could only attribute the loss to *natural decay*! It certainly was most natural that the fruit should decay under such circumstances. The Grand Trunk also denied all liability for negligence. Results similar to this are, I regret to know, but too common, especially where fruit goes forward on London boats from Montreal and New York.

I am glad to be able to report quite a different state of matters, so far as I have personal experience and have heard the same from others regarding shipments by the Beaver line of steamers. In three ships of this line special apartments, supplied with atmospheric blast, are used for fruit, and I understand they will not carry fruit at all excepting what they can thus accommodate. As a result I have not been able to trace any complaints against this line for bad handling or damaged fruit. On the contrary, all reports I have received have been most complimentary, and my own experience fully corroborates these reports. If other companies do not give equally good accommodation, shippers must, in their own interests, seek the channel where they are protected from loss. There is no reason why the other lines should not supply special cold chambers for fruits; indeed there is no encouragement to widen the orchard area unless such accommodation is supplied liberally. I am sure horticulturists throughout the Dominion will be pleased to know that a convention of horticulturists, experts from every province, has been called to meet in Ottawa in February, for the purpose of discussing the present situation, and advising possible means for a more perfect development of our interests. The Dominion Government has acted generously in appropriating a sum of money towards the expenses of this gathering, and a full programme of the subjects for discussion is being prepared under the direction of the Minister of Agriculture. I trust a large delegation from this province will be present.

It has been my privilege lately to examine a newly-patented fruit package known as the "Kerr Ventilated Barrel," specimens of which I have requested the owners to have at our meeting. From a careful examination of this package I feel satisfied it

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