

A CURIOUS FREAK OF AN APPLE IS REPORTED IN "SCIENCE," by Mr. T. H. Lennox, of Woodstock. In an orchard near Lake Erie, a Greening tree bore Greening apples on one side, and on the other, apples of a mixed character, each apple being partly Greening and partly Talman Sweet. The different kinds occurred in sections for the most part corresponding to the carpels. A Talman Sweet tree stood near. Prof. Bailey writes he considers it an instance of what is very unusual, the immediate effect of cross pollination.

directors—who will be appointed by the shareholders themselves—see fit; principally for the building of warehouses such as those at Cambridge and Port Williams, where apples can be handled independently of the state of the weather, and be ready for shipment whenever steamers arrive. Fruit growers know that no greater boon could be conferred on them than the erection of such warehouses, connected by a siding with the railway. It will now be for themselves to decide, by the amount of their subscriptions, whether their district can get a warehouse or not.

The providing of cold storage is no part of the scheme. When gotten up at Halifax and on the steamers, of course any shareholder at his request can have his apples shipped in cold storage, but the great bulk of our apples do not require cold storage, but well ventilated steamers, and it is only wanted for the softer kinds, such as Gravensteins, etc.

APPLE SHIPPING COMPANY—Mr. P. Innis, of Coldbrook, Nova Scotia, writes giving particulars of a proposed company for shipping, and selling Nova Scotia apples which he believes would save the fruit growers of that province not much less than \$100,000 per annum. The scheme proposed is as follows:

1. The formation of a Joint Stock Company with the object of encouraging the producer to ship and market his own apples; and having for its shareholders, principally, the farmers and fruit-growers of the Cornwallis and Annapolis Valley.

2. By combination and co-operation to secure the control of as large a portion of the apple crop for shipment as possible.

3. The erection of warehouses at large shipping stations for the receiving, storing, assorting and shipping of apples.

4. The judicious regulation by one central authority of shipments in accordance with the state of the markets, and the providing suitable and well ventilated steamers for the carrying of apples.

5. The securing the full advantage of competition as regards freight rates, with the further advantage of shipping from and to any suitable port.

6. The practical extinction of middlemen's tolls, as the shareholders will, through their own officers, market their own apples and transact their own business.

7. The reduction of commission and other charges in England to a minimum, consequent upon the consigning of all shipments to their own accredited agents.

To carry out this scheme it is proposed to start with a capital of \$50,000 in 5000 shares of \$10 each. This is a small amount for the 5000 fruit growers of these districts to raise, when the benefits they will immediately derive are taken into consideration. The money will be required gradually, and as the

PEARS IN ENGLAND.—If we may judge from "The Fruit Grower" of London, England, pears average good prices in that market. That Journal says under date of the 23rd ult., "The extraordinary run on pears during the present season justifies special reference to the production of pears for market, since, as we have pointed out again and again, the demand for good pears is unlimited; and this is proved from the prices which have ruled during the past few months, ranging from 75c. to \$1.50 per dozen fruits. Why even earlier in the season they were in demand at \$2.50 to \$3.50 per bushel, at these prices the demand was always greater than the supply, which, as a matter of fact, has not been satisfied this season from first to last."

Why should California fruit growers swallow all the advantages of this excellent market for fine pears, while we Canadian fruit growers, with fruit of finer flavor, if not so attractive an exterior, are compelled to sacrifice our fruits at losing prices. We have hope that the schemes now under consideration for cold storage transportation to Great Britain will meet our needs, and give us an opening for the disposal of our fruits to the best possible advantage.