

the mildew, and is easier to procure and no more expensive than the Bordeaux mixture. Regarding the other application, I would say that I have generally made use of an early spring application of the sulphate of copper, the same as for the powdery mildew on the gooseberry, and after that relied entirely on the Bordeaux mixture. A gentleman said something about the rot on the grape; and where you may perhaps have a rot due to the downy mildew it is my impression that you have the same rot that is troublesome a little further south that is known as the black rot, which is often very destructive, ruining the grapes entirely, and for that same disease I would use the Bordeaux mixture, after having sprayed very thoroughly with the copper sulphate solution in the spring. To have that first spraying effectual, you should thoroughly reach every part of the plant, and in doing so don't omit to spray the trellis and everything of that kind to destroy the spores that may be about at the time.

THE EXPORT OF TENDER FRUITS IN 1897.

A REPORT OF PROGRESS BY L. WOOLVERTON.

At the annual meeting of the Ontario Fruit Growers' Association at Kingston in December, 1896, the advisability of making some experimental shipments to Great Britain of tender fruits, such as peaches, tomatoes, pears, grapes and summer apples, was fully discussed. An address was given by the Hon. Sidney Fisher, Minister of Agriculture for the Dominion, to the effect that the Department of Agriculture was desirous of assisting Canadian fruit growers in this enterprise, and would like to know just what provision would be needed.

A committee, consisting of L. Woolverton, W. M. Orr, G. E. Fisher, A. H. Pettit and E. D. Smith, was appointed to reply to his enquiries. This committee met and recommended that shipments go forward during the months of August, September, October or later, of at least one carload per week, and of three or four carloads per week during the month of September; that cold storage would be needed at the point of shipment, as well as on the railway cars; that the varieties of fruit be as many as possible, and packed in the very best manner; that only the best stock be allowed to go forward; that an agent be sent to Great Britain to look after the interests of the fruit grower; that cold storage warehouses be erected at such points as can be agreed upon, where growers will furnish the amount of fruit required, and agree to buy over the warehouses at the end of three years provided the experiment proves a success.

At a meeting of representative fruit growers from Grimsby, Winona and Burlington, held at Grimsby on the 26th of January, 1897, two resolutions were passed, one asking for three warehouses, one at Winona, one at Burlington and one at Grimsby, each place to provide one-third of a carload per week; and another resolution, which, while approving of the former, recommended as a preferable scheme, the erection of one warehouse by the Department, and the guarantee to the shippers of a fair market price for the goods. The Department approved of the latter scheme, and decided to place one warehouse at Grimsby, provided growers there would agree to provide the necessary fruit to make up one carload a week and buy over the warehouse, provided the experiment proved a success. Nine prominent growers of peaches, pears, grapes, tomatoes, etc., agreed to the scheme, and on the 7th of September the first shipment was made, consisting of Bartlett pears, Crawford peaches and grapes for Covent Garden, London, England. In all seventeen carloads of our choice varieties were sent forward, the last car leaving on the 12th of October, loaded mostly with grapes. The two markets chosen were London and Glasgow.

The result of the season's experiment has been of great value, although not without considerable loss on the first shipments. It has been proved that our Canadian Crawfords and Bartlett pears are just what the trade wants in England, the latter variety being identical with the favorite English pear "Williams," known in France as "Bonchre-