

to the carrying out of the original intention of the act, and that if public opinion had supported the Minister in his efforts the scale to-day would be almost if not entirely exterminated. We desire also to place on record our appreciation of the efforts of Hon. John Dryden in behalf of the fruit industry of this Province." The report was adopted.

The Hon. F. R. Latchford was in attendance and ably addressed the association upon cold storage, explaining in particular the principles upon which the Hanrahan Cold Storage Car was constructed. After explaining that for years he had taken a keen interest in the question, and was a fruit and flower grower, he spoke briefly on the unscientific and therefore unsuccessful methods hitherto attempted, and treated of the nature of decay. For twenty years decay in animal life had been studied and had resulted in greatly ameliorating the condition of the human race. Decay in vegetable matter resulted from three causes—moulds, yeasts and bacteria. On one bunch of grapes Pasteur had discovered twelve different moulds. The action of moulds and yeast was facilitated by dampness. Yeasts and moulds could not grow in low temperature, say 40 degrees and under, and bacteria could not propagate. That was why low temperature preserved fruits. It had long been known how to develop low temperatures, but the application had been neglected. It had been proven that putrefaction would not go on in pure air, and pure air was possible of attainment. Cold storage to be practicable had to be economical. The speaker went on to show that scientific cold storage demanded pure, cold air. The material in storage gave off odors which had to be removed. The disadvantage of bringing in hot air from outside to be purified and cooled was pointed out, and it was shown how instead the cold air of the car could be constantly purified. This is the principle of the Hanrahan method, and from

the model of the car Mr. Latchford illustrated what he meant. The ice is held in a compartment which divides the car into two sections. The air at the ice box being colder, and therefore heavier, falls and travels along the floor of the car to the end, where its temperature will increase, and it will rise and flow back to the ice box. Then the moisture dissolves the gases and odors gathered from the contents of the department, and there go off in water by a waste pipe, while the air purified goes on another journey through the car. Mr. Latchford pointed out that fruit might just as well be cooling in the car on its way to the market as standing to cool in a cold storage house at the place of shipment. He spoke of the importance of the fruit industry, and declared that the Government would aid them in every way possible.

#### THE FRUIT MARKS ACT.

This is the new title given by our association to the Apple and Pear Marks Act, which at our request was presented before the House of Commons last winter, but which was so strongly opposed by the apple speculators, who buy in large quantities, that it was withdrawn. Only as late as Thursday, the 13th inst., just before our meeting, a large body of apple packers at a banquet to Mr. G. H. Fowler, at Brighton, passed a resolution expressing "disapproval of the same, believing that it would be impracticable and unworkable, and not in the interests of the apple export trade. While deprecating the practice of 'topping' resorted to by some shippers, the prevention of which this bill aims at, we are of the opinion that the bill interferes with private rights and cannot be made to accomplish the purpose for which it was intended."

In view of the opposition, we appointed a large committee of both apple growers and apple buyers, including Mr. J. H. Shuttleworth of Brantford, well known in the trade, and Mr. Elmer Lick, an extensive apple