

He did not know whether that would do any good. I went over to a machine shop, engaged several barrels of iron filings and took them home. I applied them very freely, so that the ground was completely covered with the iron. It did not rust quite fast enough for me, so I spread on ordinary salt. The dew fell that night and next morning I had a good crop of iron rust.

Within ten days of that time the blight began to disappear, so much so that I was encouraged. I got all the iron filings I could find, and every tree in that orchard became healthy and strong and bore fruit. I was at home two years ago and went to the old place to see these pear trees. I had not been there in twenty-five years. These pear trees were growing and were bearing very fine fruit still, but in that neighborhood not a pear tree was left.

Mr. Jones, who had a very fine pear tree in his yard, hearing of my experiment, drove out to see the results. He insisted that I should go and inspect the trees. I

put the iron filings around them and the same amount of salt, and his pear trees are living today. I do not know of a single pear tree in that county, not treated that way, but what is dead and gone. Several scientific men have laughed at me about my iron medicine, but it proved effective to the pear trees, and the trees are there now to show it.

Mr. Terrell—I should like to inquire about what I have heard called the black spot fungus, which appears on one side of the fruit in little specks about the size of a pinhead. If bad, that side of the fruit will not develop, and I would like to know if anything can be done for it. One of my neighbors though he would get rid of the black spot, but whether he succeeded I do not know; but in spraying he has gotten rid of some of his trees. I have not treated mine.

Prof. Gossard—I know very little about the fungus, though I naturally suppose the remedy that would be recommended would be Bordeaux mixture.

Report of Secretary.

Stephen Powers.

The State Horticultural Society this year is in the position of the marriageable heiress who has many suitors, and is in a state of distracting uncertainty as to whether those suitors are seeking her hand and heart or her fortune.

The Society is unable to determine whether the applicants for membership this year are seeking it out of a devotion to horticulture pure and simple, or

whether they are desirous chiefly of securing the excursion to Miami. In fact, most of the applicants have said in their letters, with a charming frankness, "I want to go to Miami."

At any rate, the Society can safely admit that Miami rock is the most productive field of horticulture which we have cultivated; it has yielded us a handsome crop of membership. Up to the date of

this report the Secretary has booked four new life members and 699 annuals. Last year at a corresponding date the enrollment was only 305. Since the date of this report (May 5), enough more memberships have been received to swell the total up to about 760, a number never before equalled in the history of the Society.

Of these memberships Rev. E. V. Blackman contributed in two installments seventy-nine, and he has since added enough more to make over one hundred. Mrs. C. T. McCarty, of Eldred, has contributed fifty-three. Mrs. George L. Taber of Glen St. Mary, ten; Mrs. J. C. Whittle, of Largo, nine, and one life member. About ninety per cent of the above contributions have been new members.

As to the matter of transportation, it is only necessary to remind the members of the fact that ninety-nine per cent of the travel and traffic of the peninsula is conducted on parallel lines. The moment you attempt to break across these lines you are certain to encounter difficulty. The companies, proceeding on common sense business principles, must arrange their time-tables to accommodate the greater business and not the less.

When this difficulty was pointed out to the officers of the companies they readily agreed to hold their trains at Sanford and at Plant City on one day, to enable our members to make close connection through to Miami. This favor was extended by the Atlantic Coast Line and the Florida East Coast.

In his final circular the Secretary stated that excursion tickets would be on sale at all points in the State. This statement was based on a telegram which he had just received in reply to a direct question ad-

dressed to the headquarters of the associated railroads in Atlanta.

At a later date, in answer to the Secretary's inquiry, the several roads stated as follows: That the G. S. & F. would sell excursion tickets at Jasper, White Springs Lake City, and Hampton; the A. C. L. at all coupon offices; and the Seaboard and Florida East Coast at all offices.

The thanks of the Society are due the Committee on Transportation—Messrs. Morse, Blackman and McCarty for their active and efficient exertions in securing concessions in rates and other valued transportation favors.

Receipts.

1902—	
Annual fees received after date	
of last report,	\$ 50 00
Two life members,	20 00
Back numbers sold,	56 50
1903—	
699 Annual memberships,	699 00
Two life memberships,	20 00
Total,	\$845 50

Expenses.

1902—	
Hotel bills at Tampa, railroad	
fares, meals, hack hire, tele-	
grams and freight bills,	\$ 21 80
Secretary's salary,	75 00
1903—	
Stationery and printing,	61 15
Postage,	25 00
Two telegrams,	1 22
Total,	\$184 17
Turned over to treasurer,	\$661 33