

of Liverpool, my attention was arrested by the great difference in the prices obtained for different parts of the same shipment of fruit, and for the same variety. These ranged from  $4/9$  to  $22/3$  per barrel. This great difference in price was because of the difference in the *condition* in which the fruit arrived at the market, not in the *inequality* of the fruit. The lot was all of the same quality but of several different varieties, and all must have been of excellent quality originally, or the portion that was in good condition would not have sold for  $23/3$  per barrel. I therefore determined to examine this and several other sheets critically. The following are the conclusions arrived at:—

First—That individual shipments to Great Britain, containing the same varieties, are equal in quality, and would sell at the same price if placed on the docks in the same condition.

Second—That the varying conditions of the fruit on its arrival at the docks was owing to some defect in packing, injury in transit or other means unknown to me.

Third—The *condition*—not the quality—of each variety was classified under several headings.

Fourth—That all quantities arriving in first class condition, without regard to variety, were tested under the first heading, those that were slightly injured under the second. Those more injured, under the third, and so on down to the worst.

Fifth—That those arriving in first-class condition amounted to only 23 per cent. of the whole.

Sixth—That the price obtained for the remaining grades combined—about 77 per cent. of the whole—averaged about  $4/6$  per barrel less than the first grade.

Now, if every shipment of apples sent from Canada arrived in Great Britain in like condition, it follows that the loss when spread over the shipments for the whole season, is equal to 77 cents on every barrel exported. This certainly accounts for a large portion of the original loss of \$2.25 per barrel before referred to. I fail to see any necessity for this loss, but I must leave the full solution of this problem to those having practical experience in that line.

It may be, and probably will be said, that this loss is unpreventable; to such a statement the answer is, that when the same rule is applied to the shipments of apples from Boston and New York, as reported in the same sheets, it is found that the loss is only about 24 per cent. Surely a Canadian should be able to prepare and pack a barrel of apples as well as a Yankee. But judging by these English sale sheets, he is a long way behind in his ability to handle apples profitably. Doubtless this is the reason why shippers pay the growers a much better price per barrel in New York State than here, notwithstanding that their apples are inferior to ours in quality; their barrels smaller, and that they obtain for the same varieties a lower price in the English markets