

THE *London Morning Post*, in an able article depicting the present Agricultural outlook of the world, points out the evil effects of "the excessive rage for wheat-growing in every clime and country," and predicts a speedy reaction, which is indeed already shown in America by a reduction of from 10 to 15 per cent in the winter wheat area, and in Britain by a reduction of a last 10 per cent. Though 1884 has been a bounteous year for the world's wheat crop, the crop represents but a fifteen month's supply; if with our present large area we obtain only a fifteen month's supply, what will happen when the area and crop in average years are only equal to a bare year's supply, and in disastrous years, when, perhaps, only a ten month's supply is obtained? In 1869, the English import of wheat from India was 998 cwt.; last year it was 11,248,988 cwt.

The writer deals with the fruit crop of the year in a manner that will interest Nova Scotian readers:—

The little province of Nova Scotia is, in a most unpretending manner, gaining a good name for itself in our English markets as sending us some of the finest productions of the Canadian Dominion. Last season we noted the importation of the new Burbank potato, and this year the importation of apples from Nova Scotia is attracting some attention. We have received a sample of the Gravenstein apple, which is just now being imported by Messrs. Northing and Lowe, and of which 2,000 barrels have been sold this season. This is one of the finest apples, either for dessert or cooking, that we have seen for some years, and the Nova Scotians are certainly to be congratulated on growing such an excellent variety for their earliest kind. The fruit is large, handsome, peach-like in colour, mellow to the palate, and just sweet enough to bring out a rich flavour. Next to these apples will come consignments of later varieties, these consisting of Ribston Pippins, Blenheim Pippins, King of the Tompkins's County, and Baldwin's. Several thousand barrels of these will be imported by this one firm before Christmas. All this importation—both of potatoes and apples—is of but a year or two's growth, but owing to the great success which has been obtained, the fruits being among the very best put on the market, and honestly packed, the suitable districts in Nova Scotia have now become vast orchards. Of course a number of the trees are young and have only just come into bearing, but in course of time the quantity sent will be enormous, and this import trade will be helped on by the fact that these Nova Scotian apples are now making a higher price than any other apples in the London market—that is, than American and Canadian apples. To distinguish them from these they are known by their own name of Nova Scotian apples, the others being known as "Canadian" and "States."

The fact is one that ought to set us thinking. While we are suffering from depression in our own agriculture, and while we hardly know where to turn for help, there

is an island in British North America not only sending us the best apples on the London market, but also beating the United States, with its great diversity of climate and with such States as the sunland Florida and the luscious California. The secret of the success is, growing nothing but the best kinds, and this we may take it will be in the near future the surest possible way to success in any department of the world's agriculture. But surely one would think that such varieties of apples as the Gravenstein ought to be produced in sufficient quantity in our own country. It is true that the law which allows the tenant to lose his property in a fruit tree the moment that its roots are placed in another man's soil acts against the planting of orchards and fruit grounds, but still one would imagine that we ought to have been able to have produced such an article as the apple in quite sufficient quantities. Both this year and last year the agricultural returns show a very good increase in orchards, but after all the fact remains that during years of severe depression a small colony has established a very important little trade in agricultural produce.

THE following is the continuation of Mr. Boardman's interesting account of his agricultural visit to Nova Scotia:—

Grand Pre, N. S., July 14.

I had so much to say in my last letter about the apple shipment business of Annapolis that I left little room to speak of other matters. I do not remember that I even alluded to the fact that this place, (or rather a little below the present location of the village) is the site of the oldest European settlement in America, north of the Gulf of Mexico. Champlain visited it in 1604, four years before he founded Quebec. On its occupation by the English, they changed the name of Port Royal to Annapolis, in honor of their reigning queen, and the modern name of Annapolis Royal is a combination of the two. Along the Annapolis river and the creeks and small streams making into it, are extensive fresh marshes reclaimed from the sea by immense dikes. Many of these dikes date back to the earliest French occupation of the country. Indeed there is abundant evidence that the early French settlers did not cultivate the high land at all. They built their houses in clusters on the high points of land just back from the marsh, and cultivated and raised their crops only on the reclaimed or diked land.

Opposite Annapolis Royal is the township of Granville, and there are little rural villages of Upper, Middle and Lower Granville. A ferry connects Granville with Annapolis Royal. The location of the rich marsh and valley uplands of the Granville side of the Annapolis river is most favorable. The North Mountains

—a high range of mountains sometimes reaching the height of 600 feet—gives shelter from the cold winds and chilling fog of the Bay of Fundy, while the sun pours down its warm rays directly upon the land. The soil is a reddish loam, deep and fertile, with an abundance of boulders of all sizes. I may have called it a "hard, clay loam" in my previous letter, gathering the statement from men with whom I talked; but on examination I found no clay loam in all the Granville soil which I examined. Still, it is a soil the like of which we have none in Maine. The verdure is rich and beautiful, the apple trees are vigorous and productive. Farm crops are rank and abundant with the exception of Indian corn, and it does seem a little strange to ride for miles and miles through this fine country and not see a single half-acre of this representative New England crop. This, as much as anything, makes a Yankee feel that he is in a foreign land.

I am under obligations to the kindness of Mr. William Winchester of Granville Ferry for the opportunity of obtaining a glimpse of the agriculture on the east side of the Annapolis Basin—perhaps I should more properly say the north side—in a drive of some four or five miles which that gentleman gave me. The main object was to inspect the great Queen Anne Marsh, which was reclaimed seven years ago, by means of a dike of four hundred rods in length, which brought into subjection from the sea five hundred acres of splendid land on which is now growing a crop of Timothy and clover that will average three tons to the acre. On our ride down we passed the fine orchards of Edward Armstrong, Miss Halfyard, William Armstrong, Ward Sproul, and many others,—orchards which yield from three to five and six hundred barrels of apples annually. These farms all have good buildings upon them and are pleasantly located on the sunny side of the Annapolis Basin. Mr. Winchester and his son have a farm of some six hundred acres which cuts over one hundred tons of hay yearly, nearly all being consumed on the farm. Near Mr. Winchester's farm is the fishing station of Mr. Solomon Farusworth, where the celebrated Digby herring, which find a market in England, are put up. I find real estate here fully as high as with us. A farm of a hundred acres, having a good orchard, fair buildings, some diked marsh and good pastures, would be held at \$3,000, while the taxes on the same would not probably exceed \$20.

Taking the eastward bound train on the Windsor and Annapolis Railway for Grand Pre, Avondale and Truro, we are so fortunate as to have the intelligent guidance of Mr. Joseph Edwards—a gentlemanly conductor. Mr. Edwards