

THE RESULTS OF THEIR LABOURS

are yet visible in the localities where they lived. Some of these old orchards, now in the second century of existence, are scattered up and down the valley, many individual trees among them being of very large size, still vigorous and bearing full crops of merchantable fruit. But the progress of growing apples as a commercial produce has been very slow. Want of markets, and above all the want of efficient means of transport, prevented any great advance in that direction. Prices were low. The markets of St. John and Halifax were easily glutted; the fruit itself carelessly harvested, badly packed, and then transported for long distances over wretched roads, or else closed up in the hold of a small schooner with potatoes and turnips, for two or perhaps four weeks, was apt to arrive in market in a condition better imagined than described. Such being the state of apple growing at that time, the labours of such men as the Hon. Charles R. Prescott in testing and planting new fruits to get the best varieties and best methods of culture, were looked upon by most farmers as the vagaries of

THOSE WHO HAD MONEY TO SPEND IN GRATIFYING A WHIM

or a hobby but without much chance of receiving any return for their expenditure. This condition of things was more observable in the counties of Hants and Kings than in Annapolis. There the natural facilities for transport afforded by the river, and their proximity to St. John, gave them an advantage that they were not slow to profit by; and thus their progress in apple culture was continuous, while the eastern portion of the valley was at a standstill, except among a few of the more progressive of the farmers. This would about represent the position of the fruit industry of this valley up to the middle of the present century. About this time there was an increased demand for good fruit in the Halifax market. The Ribston Pippin and the Gravenstein have been offered in small quantities and eagerly bought up with anxious inquiries for more. The Nova Scotia railway was now being built and soon was finished to Windsor and Truro. This at once furnished a means of transportation for the fruit of Hants and eastern Kings. Small schooners loading at Wolfville, Port Williams, Canard and Canning, would run up to Windsor and discharge into cars to be run to Halifax or Truro the same day. With