

in cargoes shipped
from the fact that
they have been tam-
pered with of the dock com-
missioners, and almost
all barrels of apples
are liable to pilfer that
at the time being
they are not the same care-
less as London always *viu*
of the consignee in
freight by stopping
railways are a huge
charge as to put it
in cities and towns.
through rates to

they will extend
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of business was
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increased. I am
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apples will find a
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fruit appears in
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If our steamship companies would provide a cold blast for the compartment where fruit is stored it would be a boon to shippers and consumers alike, as that would ensure fruit carrying without the slightest damage by 'eating'. The introduction of a cold blast would not necessitate much if any expense to the Company, and would, I believe, greatly facilitate and ensure the interests of all concerned. With its aid we could successfully ship such apples as Duchess of Oldenburg, and realize high prices. And if the market demand would permit, even such pears as Clapps' Favorite, Bartlett, Flemish Beauty and Boussock could be shipped.

In shipping our winter apples, shippers would find it greatly to their advantage to provide good storage so that varieties could be sent forward in proper season when the market demand is best for each particular variety. It is folly to send a mixed cargo at an early season, as there is then no proper demand for a long keeping kind. Shipments should continue through winter until early spring. Such a season as the present, if I were advising shippers as to the order in which special kinds should be shipped, it would be thus: In September and first week of October ship all Twenty-Ounce, and Ribston's, and Blenheims; follow this with Kings. Send some Baldwins and Greenings through November and December, finishing shipments of these kinds in January. The first Spies should be sent forward in December, and continued on through January into February. Ontario and Wagner will also cover the same season. Hold the Russets until March, if possible, along with Mann, and send them forward then as the demand rises, taking care to examine every barrel before leaving the storehouse to see that there is no decay or shrinkage. Other kinds that I have not named can be sent forward in their proper season for using. But the time for shipping must be determined each season according as the crop matures early or late. It is invariably a good time to ship extra large and fine specimens about the first of December, so as to get the Christmas market on or about the 15th of that month.

In any case, it pays to store long keepers here rather than ship early, as they will realize much better prices, besides keeping better in this dry climate than in the damp and clammy winters of Britain.

The large grape crop of the present season and the exceedingly low prices, causes the growers to ask what are the prospects of obtaining markets for an increasing supply? I firmly believe that if proper cold storage can be secured on the steamships, Britain will soon prove to be a good market for our open air grapes. But as the taste for them is one that must be acquired largely, such a trade must be approached with all due care. The only class of grape consumers in Britain are those who can afford to pay very high prices for hot-house varieties, and those who are satisfied with the poor quality of the ordinary Spanish white grape of commerce. I have no doubt at all that our grapes would find a ready class of consumers if once introduced in competition with the Spanish grape. It will be necessary to test various ways of carrying our grapes and various packages, so as to ensure their arrival in perfect condition. Those packed in berry boxes tightly enclosed in a case containing some ten or a dozen such boxes, carried better than in any other way to the Colonial at London last year. The square boxes used last year for apples and pears were not after all so serviceable as good neat barrels. Fruit could not be packed tightly in the