

pool and thence by rail to London. It is a very common thing to find in cargoes shipped direct to London by water, barrels with only a few pecks in them, and from the fact that the few left are clean, fine samples, it is natural to conclude that they have been tampered with either when passing up the Thames or when in charge of the dock companies. I have made frequent visits to the docks to see cargoes discharged, and almost always remarked an amount of careless handling that was startling. Barrels of apples standing in the storage sheds open and passers by having every chance to pilfer that could be desired. I remonstrated with these dock companies, and for the time being things were attended to better; but, no doubt, when my back was turned the same carelessness was repeated. I would, therefore, advise shippers to ship to London always *via* Liverpool. This has a further advantage of an extra market, as if the consignee in London finds he can sell to advantage considering the difference in freight by stopping the cargo and disposing of it in Liverpool, he will do so. British railways are a huge monopoly, the result of which is that they so combine in freight charges as to put it beyond the interests of shippers to send consignments direct to inland cities and towns. They do not carry at a proportionately low rate compared with our through rates to British ports.

Our markets for apples are extending, and there is no doubt but they will extend still farther within a few years, as the high flavour, beauty in form and colour and keeping qualities of our apples becomes more widely known. A very fine line of business was opened last year with buyers for the markets of Norway, Sweden and Denmark, and by exercising care in selecting and packing, this trade can be largely increased. I am confident that by proper management a good trade can be established with these countries in dried fruits as well as canned goods. Then, with the connection of a fast line of steamships on the Pacific Ocean with our Canadian Pacific Railway, our apples will find a profitable market in the far East. There is still another market nearer home that will prove one of the most important to growers in Ontario. I refer to our own great Northwest. Even now, although the population is small and very scattered, the trade has assumed wonderful proportions. And it has one very desirable feature, in that it is a market for our early and fall apples, that would otherwise be of comparatively little value. Of course there are some fall apples that we can ship to Britain profitably under some circumstances. If the British, Belgian and German crops are short, then our fall apples, if carried in good order, will command about the same prices in Britain that winter sorts bring. But if there is a surplus in the countries that supply Britain with that class of apple, as well as a fair crop in Britain herself, then we must seek another market for early and fall kinds. The same thing does not hold good to the same extent as regards winter varieties. Nearly all the kinds grown in Belgium and Germany for export are what we would call fall cookers; they have very little if any colour and their flavour is generally somewhat insipid. The result is that however large these crops may be (the British crop included) they cannot find profitable sale when our winter fruit appears in the markets. Of fall varieties we have one that is sure of ready sale at high prices. I refer to the Gravenstein. Even this season it has sold as high as \$6.00 per barrel; St Lawrence has made \$4.20, and Colvert \$4.05 for good samples.

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