

ceptions the fruit was placed in the car warm on a day when the temperature outside was about 90 degrees. One carload was placed in storage over night and cooled to 42 degrees. The thermograph started at 45 degrees and dropped the first day to 42 degrees and remained there for 36 hours and then advanced to 50 degrees for nearly two days, and finally dropped to 42 degrees, where it remained until the car was opened. Very good time has been made by most of the cars, about five days be-

ing the record. Five cars of different makes were tested as refrigerators and five also as ventilators. Three or four men have accompanied these cars. The last to go (on October 18) was Albert Pay, whose car arrived in Winnipeg October 23, or in less than five days. When these men all return a meeting will be called at the Cold Storage Company's office and the railway men will be invited to attend, when these men will present their reports.

HINTS FROM A BRITISH IMPORTER

During October Mr. Joel Goodwin, one of Manchester's leading fruit dealers, visited Ontario and incidentally studied fruit conditions. "In Canada," said Mr. Goodwin to The Horticulturist, "only fruit that will ship well should be grown. Colored fruit sells better than uncolored. The Englishman wants something showy and will take a variety that is highly colored although the quality is not so good. It seems to be a hard matter to teach Canadians to pack properly. Many of the packages, when they reach Great Britain, appear to have been put up by persons who had never seen packing done properly. The proper way is to have some man who understands packing do it all. There is no use trusting the average farmer to do it.

"The greatest satisfaction is given by the Canadian barreled fruit. The packing is done better, and boxed goods do not sell so well on our market. Two years ago when barrels were scarce in Canada and boxes were sent it was difficult to make sales. Many of the boxes were weak and spread enough to allow the fruit to become slack. Besides, barrels arrive

in better condition, as their shape leaves space between them for ventilation during transport. Cold storage is necessary for the boxes and that entails extra expense.

"I usually get my supply of apples by consignment, but have had some sent direct from the growers. The dealers are better informed as to market conditions and understand the business better than the average producer. Selling fruit is a business distinct from growing, and as a rule the farmer is willing to sell at a paying price if he has no risk to run.

"Better steamship service is needed between Canadian ports and Manchester. Our merchants could handle 15,000 or 20,000 barrels a week if the steamers would bring them. We must have a weekly service, and if the Manchester lines cannot give it I may put on some steamers myself. The very best boats, fitted with cool chambers, are needed for the apple trade. The steamship companies claim that there is no money in carrying freight, but if the best boats were put on more trade would result and then it would pay."

More Cars Demanded

Owing to the great scarcity of cars for handling the late crop of tender fruits and the bulk of the apples, a meeting of the transportation committee of the Ontario Fruit Growers' Association was held in the Grand Union Hotel, Toronto, on October 16. Messrs. W. H. Bunting and Robt. Thompson, of St. Catharines; E. D. Smith, of Winona; W. L. Smith, H. W. Dawson and P. W. Hodgetts, secretary of the Fruit Growers' Association, discussed the situation. Great losses have resulted to several shippers. It was estimated that there would be 300,000 barrels awaiting shipment within three weeks, and owing to the millers asking for cars to bring wheat from the west for Ontario mills the shortage in rolling stock was likely to become serious.

The committee considered that since fruit was a perishable product and apple shippers were paying a higher rate for their shipments special efforts should be made to aid the fruit men at this critical time. It was decided to ask the Railway Commission to compel the railways to give preference to the shipments of apples until the congestion has been relieved. A petition to this effect has been sent to the commission.

Packed When Green

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Mr. J. J. Philp, Dominion Fruit Inspector, Winnipeg, notes the especially large quantity of Fameuse apples arriving in bad condition, and attributes this to the fact that these apples have been packed on the green or somewhat immature side. A large quantity of fruit has arrived at its destination in a wasty condition this year as the result of its being shipped while yet immature.

The idea that fruit must be packed green to ship and keep well is so strongly entrenched in the public mind that it will take much time and patient teaching to eradicate this erroneous impression. Scientific experiments, undertaken for the purpose by the Department of Agriculture at Washington, D. C., have shown that to keep and ship well, fruit must be just mature but not over ripe. Green fruit spoils as readily as over ripe fruit. Mr. Philp's reference was specially to Snow apples. The Fruit Division, Ottawa, gives it as the experience of its inspectors that these apples cannot be shipped profitably in barrels. They must be classed as a tender fruit, and the box is the largest package that should be used for them.