

There is a great doubt among fruit growers as to the "holding quality" of pre-cooled fruit after removal from the refrigerator car. Especially has the inquiry come to us as to whether pre-cooled cherries would stand re-shipment by express after the refrigerator car had been opened at the larger distributing points in the prairie provinces. To test this out in a practical manner Mr. Creelman re-shipped by express from Winnipeg to Brandon a half-dozen 6-quart baskets and four 4-basket crates, and inspected them in Brandon Tuesday, July 13th. The fruit was found to arrive in splendid market condition and sold in Brandon for 75 cents per 6-quart basket and \$1.25 per 4-basket crate. A minute inspection after re-shipment showed considerable more actual waste in the fruit than there was upon withdrawal from the refrigerator car in Winnipeg, but this was not great enough to detract much from the market condition.

In emphasizing the importance of the length of time elapsing in this test between the picking and the distribution of the cherries (ten days), it must be borne in mind that the actual time of the car between Grimsby, Ont., and Winnipeg, Man., was only five and one-half days, the rest of the time being required for re-packing, pre-cooling and holding over two Sundays.

The test shows that Ontario sour cherries may be successfully marketed by refrigerator freight in Edmonton, Alberta, since transportation companies have promised a nine-day despatch to that city. Furthermore, the Brandon re-shipment test shows the possibility of distributing Ontario Early Richmond cherries to points in Alberta as remote as Athabaska Landing.

While such distribution is a physical possibility, we may also look upon it as an economic possibility. The selling price of Montmorency cherries was 27 to 30 cents per 6-quart basket f.o.b. Ontario points. Transportation costs to Edmonton are as follows: Pre-cooling and loading, 1 cent; freight, 21 cents; ice, 2 cents. Thus cherries could be laid down in Edmonton for 54 cents per 6-quart basket.

FREIGHT SHIPMENTS OF SWEET CHERRIES.

Included in the car with the Montmorency shipment were the following packages filled with Black Tartarian cherries:—

- 2 24 $\frac{1}{2}$ -quart Hallock strawberry crates,
- 2 24 full-pint Hallock strawberry crates and
- 2 4-basket crates.

This trial shipment of pre-cooled sweet cherries by refrigerated freight proved a complete success and a confirmation of our storage tests at Grimsby in 1914.

The cherries arrived in excellent condition and sold well. The 24 $\frac{1}{2}$ -quart Hallock crates sold for \$4 each and the 24 full-pint Hallock crates sold for \$3.50 each, with no sales record for the 4-basket crates as they were checked out with the sour cherries. Splendid prices are realized in prairie markets for sweet cherries and by pre-cooling and shipping in refrigerator cars by freight, transportation costs are more than cut in half.

The carload express rate from the Niagara Peninsula to Winnipeg is \$2 per 100 pounds, while the freight rate is 66 cents, making a saving of \$238 on one carload.

CONCLUSIONS.

Two outstanding features are to be noticed as a direct result of this work in the pre-cooling of cherries; first, the relieving of eastern shippers of a surplus of sour cherries; and second, the reduction of the cost of sour cherries in prime condition to the consumers in Winnipeg and other western points. By the increased western sales, shippers in the Grimsby district found difficulty in securing enough sour cher-