

The Hunter Crate.

What has been said about the Woolverton crate also applies to the Hunter crate. Its chief advantage over the Woolverton crate is its lower cost, although it is less attractive, does not load so well in cars, nor is it as easily handled.

While the net returns in the 1915 tests were 4.14 cents per pound, this would be more than the average. The freight was also figured on the actual weight of the package rather than on the straight carload basis.

The Michigan Bushel Basket.

This package was used to determine how western markets would accept a large-sized package in purchasing peaches for preserving. Its chief advantages to the grower would be its cheapness and the quickness with which it may be handled.

The bushel basket was found very difficult to sell in Winnipeg, the net returns being less than the cost of the package, the grower having to pay, besides his fruit, 0.9 cents per pound. The bushel holds too great a bulk to make an ideal peach package and it is not advisable to educate markets to accept it.

PEACH PACKAGES ADAPTED TO CAR-LOADING.

The northwest standard box is undoubtedly the most satisfactory package for ear-loading. It is the most economical in the use of space. Spaces between packages may be readily left for ventilating and refrigerating purposes. The minimum weight may be loaded in the car without piling to the roof. The load can be securely "squeezed" and braced without injuring the packages or fruit.

The Woolverton crate and Hunter crate may be loaded in cars securely without danger of injury to the fruit as is the case with baskets alone. They are especially well adapted to refrigeration and ventilation. Their great disadvantage in ear-loading is the large amount of space they require. In order to load 560 Woolverton crates in a car it is necessary to stack them to the roof, whereas the Hunter crate is even less economical in space. Unless very good prices are to be secured it would be advisable to ship these packages in mixed cars when the minimum weight could be made up with other less bulky packages.

The bushel basket is readily loaded in a car, securing the minimum weight with four tiers high. Centre posts in the basket prevent excessive bruising of the fruit. The bushel basket is not advantageously loaded in cars of mixed packages.

Conclusions.

1. Peaches may be shipped without waste to prairie markets in packages other than the box if properly picked, packed and precooled.
2. Competitors in western markets use the box, a package which wholesalers and retailers prefer over every other package. In shipping Ontario peaches it is essential to meet this competition with a package that is as good or better.
3. Packages costing the least do not always mean a saving since the more expensive packages made the greatest net returns. The Woolverton crate, costing the most, made the greatest net returns. The more expensive packages are to be advised for long distance shipments if they are such that carry the fruit without waste.
4. The Northwest standard box is the most satisfactory package for carloads of peaches shipped long distances. Returns will average as much or more as with other packages and there is a greater assurance against waste.