

Grand Duke. These were beginning to soften, but were in good condition when sold. Of Bartlett pears the same may be said as of Crawford peaches, most of them were shipped too green, and those that were allowed to reach good size, and yet were picked firm, arrived in prime market condition.

Various causes contributed to these gratifying results, and the only accidental one was the weather, which was favorably cool. All other contributing causes were anticipated in our plans for the shipment. These were: A selection of good fruit, careful wrapping of peaches and pears, and packing in suitable carriers, boxes for everything, and for grapes and plums a bushel crate containing 12 trays, each tray holding about two and a half pounds; careful loading in the car, so that none of the boxes could move out of its place, and spacing the boxes so that air could circulate on all sides of each box.

As to cold storage facilities: Two cars were selected of quite different interior construction, the one having devices for maintaining air circulation, the other having none of these. It is probable that with warmer weather a defective system of refrigeration would have been detected, but the uniformly cool weather during the shipment made both cars equally effective. Upon this matter, therefore, the experiment is inconclusive. It must be borne in mind that the office of a refrigerator car is to counteract the effect of warm weather upon perishable goods. In a good refrigerator fruit will keep as well in warm weather as in cold. Provided our cars were good, the success of our shipment did not depend upon the weather.

THE PRICES REALIZED.

As to prices: Both cars were sold by auction, one on September 22, the other on September 23. The prices on the first day were: Crawford peaches, \$1.10 to \$1.25

per box of 12 quarts; plums, \$1.50 per crate of 20 quarts; grapes, \$1.50 to \$1.80 per crate of 30 pounds net; pears, \$1 to \$1.25 per box, half bushel; apples, 85 cents to \$1.25 per bushel; tomatoes, 55 cents to 85 cents per 12 quart box. On the second day there was rather an overload of pears, which went low accordingly. Prices were: Peaches, \$1.10 to \$1.25; plums, \$1.05 per crate of 13 quarts; pears, 70 cents to \$1.05 for XXX Bartlett. Flemish Beauty and XX Bartlett sold much lower. Apples, 85 cents to \$1.20 per bushel; tomatoes, 55 cents to 60 cents per 12 quart box.

Average net prices, including cost of package, but after deducting freight and commission charges, were: Peaches, 93 cents per box; plums, 75 cents per 13 quarts; grapes, \$1.14 per crate of 30 pounds net; pears, 75 cents per box; tomatoes, 44 cents per 12 quart box; apples 55 cents per bushel. In replies received from the growers who supplied the fruit, most of them express satisfaction with these prices. In the instance of plums and peaches prices are ruling high in Ontario this year, and the Winnipeg prices are not relatively high. It is satisfactory to know, however, that the peaches, sold on their appearance simply, without any reputation to help them, realized fully as much as the best California peaches on the same day. The auction method is liable to be panicky, but is on the whole, perhaps, as good a method as any for disposing of perishable fruits.

SHOULD WATCH THESE POINTS.

While our experiment was highly successful, I do not advise shippers to repeat it until they are fully apprised of the importance of attending to details, selecting the fruit at the right degree of maturity, packing and loading properly, keeping the car iced while loading, and filling bunkers before it starts, and marking way bill so as to insure re-icing in transit. With one exception I found that the various icing sta-