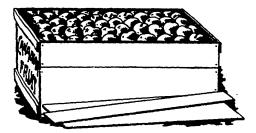
## FRUIT PACKING

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'T HE article in the July edition of The Horticulturist on fancy packing, from the pen of Mr. Linus Woolverton, shows considerable research as far as it goes, and opens a question on which a great deal more mig..t be said. As I have had some experience in fruit packages it affords me pleasure to lay before your readers my solution of the package problem.

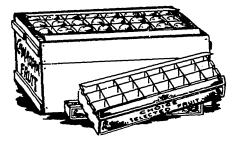
A fruit package should provide every element necessary for the handling and transportation of all kinds of fruit in convenient form from the orchard to the consumer in perfect condition, irrespective of distance, and such a package should be procurable at a price which would enable every fruit grower to use it. The first requisite of a fruit package is to be easily adaptable for



quick packing and handling, and to be strong enough to amply protect even the best fruit from the rapid rough and turble treatment it often receives during transit, both by rail and steamship, to its destination.

The next consideration is the size and appearance of the package. It should be handy with smooth surface for printing or advertising, and be of good pleasing symmetry as a box. The size, however, is a most important feature if the package is to be universal and equally applicable to all the various kinds of fruit. It must necessarily conform perfectly with the present standard units of fruit measurement (as used between buyer and seller) without the slightest confusion or inconvenience, and in view of these considerations the imperial bushel of 32 quarts has been selected as the best possible size for a universal fruit package. The imperial bushel is in harmony with the size of apple box recommended at the last annual meeting of the Ontario Fruit Growers' Association, but is much more comprehensive as a fruit package.

To be symmetrical as well as economical, the outside length of the package should be exactly double the width, so that four boxes may be piled either lengthwise or crosswise in a perfect square without any jutting or loss of space. This is a very necessary qualification also for piling large quantities of boxes with sufficient firmness, either by



rail or steamship transit or on the wharf, and at the same time boxes should be so constructed that fresh air will always circulate freely between each box, no matter how large the pile of boxes may be. Further, the outside measurements of fruit boxes should be in given proportion to the cubic ton, thus when 25 fruit cases measure just 40 cubic feet (one cubic ton) it is very easy to calculate or check ocean freight.

With regard to economy in shipping carloads of empty boxes to growers the form and size of a fruit package should be so arranged that they will nest one inside the other, although all the same size. Such an arrangement reduces the freight on empty cases to a minimum.