

HOW TO PICK FRUIT

Northwestern Fruit Exchange Gives Instructions as to Picking and Packing.

Portland, Ore., Aug. 16.—What is the best way to pick, gather and pack fruit, and what degree of ripeness is best at which to start harvesting operations?

The question is a serious one and its solution really means the success or failure of the fruit industry. The United States government is now trying to solve the problem. H. J. Ramsey, pomologist of the government, is making a tour of leading fruit-producing sections of the Pacific coast and is gathering his data at close range. Today he was conferring with officials of the Northwestern Fruit Exchange of this city, regarding various matters in connection with his work.

"There is a certain degree of ripeness at which fruit is best to send to market," says Mr. Ramsey, "and we are trying to find this degree. We want to find it for two reasons—it will give the producer a chance to get the bulk of his crop to market in the best marketable condition and it will enable consumers to secure a better quality product than they have been accustomed to.

"We will continue our investigation in Oregon this season as to the best methods and varieties of apples for storage purposes. Our work heretofore has been most successful and when we arrive at a definite result we will give the report to the public. Investigations regarding apples will be made in both the Rogue river and Hood river valleys this season.

"We will also endeavor to find the best methods of picking, packing and marketing of prunes. For this purpose we will make investigations at Salem this season. We started this work two years ago but were unable to continue it last season."

Mr. Ramsey goes from here to the Rogue River Valley, where he will investigate the precooling and shipping of the pear crop.

The work in Oregon this season will be under the direction of A. W. McKay, who recently came here from Washington especially for this task. He succeeds B. B. Pratt, the expert who leaves the employ of the government to go to the University of California at Berkeley.

S. P. CLAIMS GREAT LOSS.

Suburban Operations by S. P. Company Made at a Loss.

According to the showing made by the Southern Pacific Company to the California State Railroad Commission, even though it is operating 877 suburban trains daily out of Oakland and Alameda Moles, and has carried in the last year about nineteen million passengers, the Southern Pacific Company is losing approximately three and a quarter million dollars annually on the suburban electric service in Alameda county. These figures were made known today from authoritative sources. It is said that the total passenger revenue for the twelve months ending June 30, 1913, was \$1,365,707.15, while the total expense was \$4,613,262, leaving a deficit to the company of just \$3,247,554.85. In the hearing before the California State Railroad Commission a few days ago, C. W. Durbrow, an attorney for the railroad, testified that, without interest and the \$46,000,000 invested in the properties and taxes amounting to \$54,000, the loss on direct operating expenses alone was \$364,000 for the year. Adding to this amount the interest and taxes and other fixed charges, the figures given above are obtained. The statement is made that in these computations 90 per cent of the items are those exclusively for electric trains and not for steam trains. Of the remaining 10 per cent only that proportion is included which can properly be allotted to suburban service.

The meaning of this loss can be better appreciated by talking in terms of passengers and miles. For every mile the Southern Pacific Company carried a passenger on its ferries and trains on suburban trips it received less than a cent, while the cost of the same service was over three times as great, or something like 3 1-6 cents. That is to say, on all of the 19,000,000 travelers the railroad company lost 2 1-5 cents for every mile it transported each one of them. Or, again, each passenger, on the average, paid 7 1-5 cents, regardless of distance, and yet it cost the carrier 24 and a fraction cents to serve him. On every one of the 19,000,000 passengers the company was out a little over 17 cents for having had him as a customer. These statistics are taken from the actual records of the

railroad and form the same reports that are submitted to the state and federal commissions. Their being brought to light in a public way is one of the beneficial effects of the working of the public utilities act. The people and the carrier alike are benefited by a knowledge of the facts, for each is entitled to the worth of the dollar it expends. The investment of \$46,000,000 for property is made up, as already explained in a detailed statement filed with the California State Railroad Commission.

Interest on \$46,000,000 at 6 per cent would be \$2,772,000. It would thus seem that the passenger earnings are actually only about one-half of the interest charges alone, to say nothing of the cost of managing the business and paying the state taxes.

Six per cent is taken as an interest rate in order to be on a conservative basis, though it is well known that in the present condition of the money market this is low. Were 7 per cent taken, the loss on the Alameda county lines would be \$462,000 per year greater than \$3,247,000. It is pointed out further that the Southern Pacific equipment at the present time is new, and that therefore the charges for maintenance are comparatively light. As it gets older, more will be required to keep up locomotives and cars.

Portland Market.

Portland, Aug. 15.—Receipts for the week have been: Cattle 2,171, calves 18, hogs 2,020, sheep 6,503, horses 27.

Fairly heavy run of cattle for the week, both native and southern stuff. Few extra choice steers in the run, prices remaining steady for top grades, but going lower on medium class, especially cows and heifers. Fancy native steers sold from \$8.25 to \$8.35. Lower grades \$7.50 to \$8. Choice cows and heifers selling around \$6.25 to \$6.50, with lower grades \$5.75 to \$6. A wide range of prices between choice and ordinary stuff.

A big decline in the hog market, with tops going from \$8.25 to \$8.60, with a general weak undertone. Light liquidation at week's close.

The sheep market strengthened a little for the six-day period. Heavy receipts the first of the week and holding up fairly well to Thursday. Some lambs coming forward with slow outlet at steady prices. Prime

ASKS RAISE IN RATES.

Home Telephone Company Implores Aid of Commission.

The Home Telephone Company of Southern Oregon has filed a petition with the state railroad commission asking to be permitted to raise the rates at Medford and Jacksonville, alleging that the present rates are not remunerative. The rates as asked are about what Ashland is now paying the Pacific Telephone & Telegraph Company, which is said to own all the stock of the Home company. The Mail Tribune has the following regarding the request:

"Alleging that its charges are insufficient to yield a return sufficient to pay operating expenses, and that its business is being conducted at a net yearly loss of \$29,735, the Home Telephone Company of Southern Oregon has filed a petition with the state railroad commission, petitioning under the public utilities law for an increase in phone rentals over those now charged in Medford and Jacksonville.

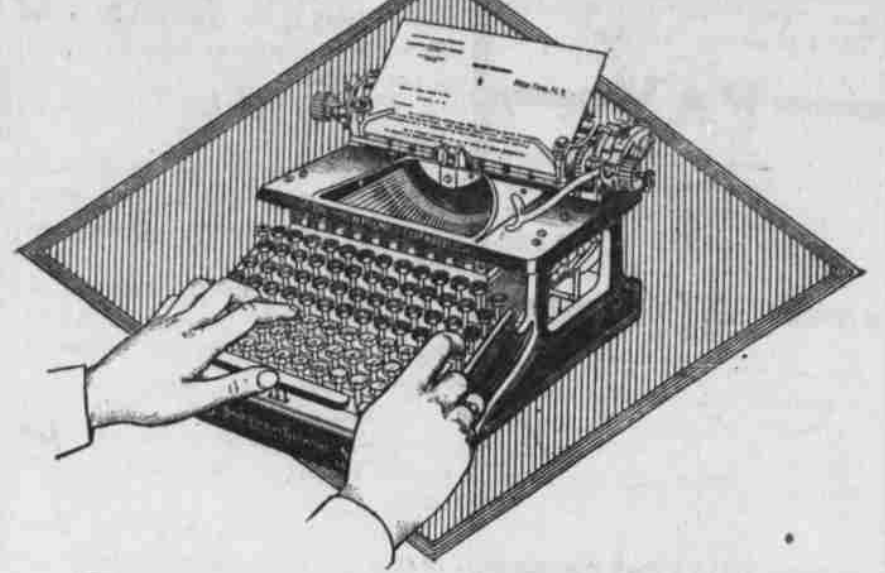
"Rates petitioned for Medford and Jacksonville are for business one-party phones from \$2.50 to \$3.50 per month; business, two-party, from \$2 to \$2.50 per month; residence, one-party, from \$2 to \$2.50 per month; residence, two-party, from \$1.50 to \$2 per month; residence, four-party, from \$1.25 to \$1.75 per month; suburban, eight-party, from \$1.50 to \$2 per month. Farmer switching service from \$3, \$4.20, \$5, \$5.40 and \$7.20 per year to \$8.40 per year.

"Complete figures are presented of the company's investment, cost of operating and receipts. Even with the increased rates asked, which are permitted under the company's franchise, the receipts will still fall short of the amount necessary to pay a return on the investment, declares the company."

A replica of Columbus caravel will pass through the Panama canal in the dedication parade of vessels. This will be made from the design of the caravel that was exhibited at the Chicago world's fair, and will be contributed for the occasion by the Harvard Club of San Francisco.

yearling wethers selling \$4 to \$4.35; choice ewes \$3.50 to \$3.85; best lambs \$5 to \$5.50.

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Authorities in the drug business calculate the number of soda fountains in use in the United States at not less than 75,000, and they are said to represent an investment of \$50,000,000. The annual receipts of these supplies of soft drinks may reach \$500,000,000

Canada is nearly thirty times as large as Great Britain and Ireland, the total area of the Dominion being only 237,000 square miles less than that of the whole continent of Europe.

A New York hospital is experimenting with illuminating the floors of rooms from beneath with electric lamps set under glass and backed by reflectors.

Coal for eight centuries (more than 5,000,000,000 tons) is the supply still available claimed for Newcastle, England.

France has 40,000 acres of almond trees.

SELLING OUT!

Store and Office Fixtures Dirt Cheap!

- Six \$40 6-ft. plate glass mirror-back show cases, each \$ 16.50
- \$100 L. C. Smith No. 2 typewriter, in good condition, \$ 42.50
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