

Orchard and Garden

THAT the railroads of the Northwest play an important part in the distribution of fruit, is seen when the fact is known that this season's crop will reach 15,000 cars. The handling of perishable fruit is different from a product of a less perishable nature. No standing over for days, no hit or miss time of having cars on hand can be safely experienced. The looking ahead for time of shipment must be done with some degree of accuracy and at the same time the nature of necessary kind of storage must be foreseen. Ventilated stowage and refrigerated stowage plays equally important parts while along different lines, involving economical handling. The railroads show willingness to co-operate with the grower, but in return the least the grower can do is to take steps necessary to insure time on the part of the railroads to comply. J. C. Robinson, traffic manager of the Northwestern Fruit Exchange, explains that prompt compliance with the request for cars has been given whenever possible. He insists that the grower cannot be too careful in his filing of requests on time.

The letter below is one example of a shipper's careful observance of this necessary detail:

"I expect to ship from _____ to _____ cars of apples beginning about _____ week of October, possibly _____ week of September, and continuing through the months of October and November and possibly as late as the _____ week of December.

"From present indication I would be able to ship about a week or ten days earlier than usual, and from the date of my first shipment I hope to be in a position to load my crop at the rate of three, possibly four, cars every two weeks.

"The number of cars I have named _____ to _____ is just an estimate of my crop at this time, and I am giving you this information now so that arrangements can be made for prompt and adequate supply of refrigerator cars and motive power to move them. For the early cars I will probably need them iced.

"I presume I may depend upon your usual promptness in placing cars for loading at designated place. I shall try and notify you a day or two in advance of loading date, and will then specify whether I will use an iced or dry car."

This letter is sent to the nearest freight agent and a copy to the exchange, where another request is made out to the general freight agent, in which case should the original be lost or misplaced, a duplicate notice will be on file.

THE SEEDS THAT NEVER GROW.
I nearly hate the thought of spring,
With its delightful sun,
For well I know the mail will bring
A pack from Washington;
A little package duly franked,
No postage stamps to show,
And it contains those little seeds—
The kind that never grow.

Our good and zealous Congressman,
Remindful of our vote,
Open his memorandum's page
Puts down a little note,
And when the proper time arrives
For us to wield the hoe
He sendeth us the little seeds—
The ones that never grow.

There's squashes with enticing name,
And cabbage, I wot,
So large that you would think that one
Would shade a garden spot.
So with the pack from Washington
You amble forth to sow,
With many a drop of sweat, the seeds
That never care to grow.

How often have I plied the rake,
How oft I've lounged about,
With eyes alert to catch the first
Signs of the coming sprout;
In vain, in vain, my hopes have fled,
My heart has filled with woe;
Above the seeds from Washington,
The seeds that never grow.

But yet each year my hopes revive
As spring re-clothes the tree,

And to my homestead surely comes
The package marked "M. C."
And, foolish like, again I wield
The sprinkler and the hoe,
And, like a ninny, plant the seeds
That never care to grow.

As long as comes the package small
From far off Washington,
I s'pose they'll see me working in
The shadow and the sun;
For fools work on while wise men die,
And this is why, I know,
I'll plant those pretty little seeds
That never, never grow.
—T. C. Harbaugh in Cincinnati Times-Star.

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T. S. Townsend Creamery Co.

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