

"Lottery Man" to be Here Soon



Pre-Cooling Tests Satisfactory

LOS ANGELES, Cal., Sept. 24.—Satisfactory to the shippers, it is reported, are the results of the tests made in pre-cooling and refrigerating citrus fruit shipments from California to the East, as shown by the testimony introduced in the hearing before the International Commerce of commission, which opened September 9. In the hearing last spring the shippers claimed that only about nine and a half tons of ice were required to refrigerate a car to Chicago, while railroad witnesses asserted that 16 tons were necessary. The actual tests, agreed to by inspectors for all parties, showed an average of 19,955 pounds used in 754 cars, or a trifle more than the shippers said. By the Ogden route an average of 34,535 pounds were used in 112 cars, but it was shown that part of this weight was estimated, and when actual weights of the ice were made the estimate weights were not born out. It was shown also that shipments pre-cooled by the growers went through in better shape than those by the railroads. Only a few cars showed decay among the pre-cooling shipments, and these few usually had been opened enroute or were an unusual long time on the road. The ordinary refrigerator shipments on the other hand, showed 284 cars decayed out of a total of 5201 cars shipped.

This evidence was taken before Charles A. Pouty of the Interstate Commerce commission in the federal court room at the Tajo building Railroad traffic and refrigerating managers were here attending the hearing and many citrus fruit growers listened to the proceedings. The growers were represented by A. F. Call, Joseph H. Call and F. E. Matthews the latter a traffic expert of Chicago.

The hearing related only to refrigerating charges and rules. The growers asked to have the present refrigerating charges of \$62.50 to Chicago and proportionate rates farther east declared unjust and excessive, and also asked the commission to decide that the railroads have no right, power or authority to enact any refrigerating or icing charges whatever on the citrus fruit that pre-iced, pre-cooled and pre-iced by the shipper, and that such charges be declared illegal, null and void. This refers to the \$30 arbitrary charge which the railroads made when the shippers iced their own cars.

Earl Dezelle, who had charge of the tests for the growers, gave the tabulation concerning the results of the tests. The results were tabulated as agreed on by the inspectors,

for the growers and the shippers. Mr. Dezelle answered questions asked by F. E. Matthews, attorney for the growers, explanatory of the table. The first exhibit showed that 744 cars shipped over the Santa Fe under the ordinary refrigeration and iced at San Bernardino and at other points when needed through to Argentine, Kan., used an average of 19,955 pounds of ice.

Of these cars 391 shipped in the last part of April used an average of 19,093 pounds, 235 cars in May test used 20,120 and 61 cars in July used 23,945 pounds. These months were taken because they represent the heaviest movement of fruit under refrigeration. Mr. Dezelle said 35 cars in the last test were caught in a wash-out in Arizona and took more ice accordingly. Some of them were iced twice at Needles. On shipments made on the Southern Pacific by the way of Ogden, iced from Colton past Waterloo or Clinton, Iowa, 122 cars used an average of 24,535 pounds. In 25 cars shipped by El Paso the average amount of ice used was 19,738 pounds. Taking up the question of decay, Mr. Dezelle said that if fruit showed not to exceed 3 per cent decay at its destination it was considered sound. From the shippers' pre-cooling at East Highland, 124 cars were shipped pre-cooled and pre-iced by the growers and they all arrived at their destination in sound condition. From the Pomona pre-cooling plant 295 cars were shipped up to August 20, and only 3 of them showed more than 3 per cent decay at destination. Five of these seven cars showed that they had been opened enroute as their original seal had been broken. Of the two cars, one was thirty-seven days on the road, and the others sixteen. From Pasadena 7 cars were shipped pre-cooled, and one of them showed 7 per cent decay. It was twenty days on the road. From a new plant at Uplands, 32 cars were shipped, pre-cooled, and three of them showed more than 5 per cent decay. These three cars, Mr. Dezelle said, came from another association than that doing the shipping, except half a car and that half car went through sound. A Los Angeles ice plant also pre-cooled cars here by contract and of 420 cars thus pre-cooled, all but 31 went through without decay. Of these 31, 2 cars showed 15 to 20 per cent decay, but there was one grade in each car made up of fruit packed off the ground after it had fallen from the trees. Mr. Dezelle explained that this fruit had been shipped into Los Angeles from outside and it took from twenty-four to forty-five hours to get it into the plant after

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packing. The ice plant performed all the work of unloading and reloading and iced the cars at five cents a box and \$2.25 per ton for ice.

This privilege of storage in route has been taken away from the railroads since the citrus fruit rate decision a few weeks ago. Practically no shipments from the California Fruit Growers exchange were pre-cooled by the railroads. When Commissioner Pouty asked why not, Attorney A. F. Call explained that it was by his advice as from the reading from the tariff he thought the railroads refused to take the risk of freezing.

CHICO STUDENTS WANT VAN LIEW REINSTATED

CHICO, Cal., Sept. 24.—A petition drawn up by the students of the state normal school at Chico, asking that Dr. S. C. Van Liew, who was recently removed, be reinstated as president of the institution, will today be handed to Governor Gillett.

The petition, which is signed by all but 20 of the 200 pupils enrolled, has been circulated about the school for several days.

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COMPLETION OF CANAL IN SIGHT

Matters Have Reached Stage Where
Amateur Without Imagination Can
See the Big Ditch Completed

WASHINGTON, Sept. 23.—It may no longer be ascribed to an over-zealous anticipation to say that the beginning of the end of the giant task of digging the Panama canal is in sight.

The structure—it may be well called that, for the digging of the great ditch is but one feature of the work—is taking such definite shape that an amateur without the trained imagination of the engineer for looking into the future, can see what the canal is going to be by running over the course through the zone from Colon to Panama.

In the Culebra and Chagres sections where the greatest amount of excavation is to be done, there is a deep gash through the hills. In the Culebra section of the 84,000,000 yards of dirt and stone that were to be taken out, the steam shovels have already gouged out more than 50,000,000 yards. In the Chagres section of the 13,000,000 yards of excavation 10,000,000 has been done. In the other sections the work of this character is almost complete, with the exception of the deepening of the channel by the dredges.

In eastern sections of the great dam at Gatun has been brought up to the level of 63 feet above the sea. More than nine million cubic yards of wet and dry "fill" have been placed. The barrier which is to hold in check the waters to form the lake from which water is to be drawn to supply the locks, is now so nearly finished that a sight of it conveys an adequate idea of its tremendous bulk.

The gigantic locks are being outlined in concrete. The upper or lake level lock of the flight at Gatun is almost completed. The walls have

almost reached their full height and the towering steel forms will soon be moved to the lower locks, of which the floor has been practically completed.

GREAT RECEPTION IS OFFERED MUSICIANS

Few American artists can boast such a reception as that accorded the famous Pasmoro Trio upon their recent concert season in Berlin. These noted musicians gave thirty-four recitals in the German capital, an achievement never before accomplished by any group of American players. One of the greatest of these triumphs was the final recital of the series given at the Memorial church of Kaiser Wilhelm the First, which was attended by the royal family. It was at this recital that the German emperor delegated one of his ministers to formally thank Mary Pasmoro for the pleasure derived from her violin solos. The German critics have been high in their praise of this splendid trio and the American writers are adding their tribute upon this, the first

American tour, of these artists. Americans are very proud of these native daughters. This is the trio which Manager Hazelrigg, of the New Auditorium, is trying to secure for this city. Should he be successful the local music lovers would indeed be delighted.

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