

Storage, Transportation Of Rogue Valley Pears Discussed by U. S. Expert

Ed. Note: The following discussion of storage and transportation tests made with Rogue Valley pears was given at the January 28 meeting of the Fruit Growers League of Jackson county by Edwin Smith, horticulturist, U. S. Department of Agriculture, in charge of transportation and storage, in the Pacific northwest.

In making investigations of fruit in storage and transportation it is of very great importance to start with the fruit in the orchard and have a complete history of its treatment until it is ready for consumption. Very often variations in handling pears between picking and pre-cooling have a greater influence on their storage or transportation qualities than variations of temperature or other factors during the period of storage or transport. We have been very fortunate this year in being able to have Mr. Chas. Powell in Medford during the period of harvest not only to give special attention to the selection and storage of lots from the experimental plots at the Medford Experiment Station but also to accompany us for shipping and transportation tests.

Reduced appropriations for transportation tests caused us during 1932 to use shipping tests more than the more expensive transportation tests where representatives accompany the freight trains. With shipping tests recording thermometers placed in experimental boxes of fruit. At Medford these have been placed in the cars by Mr. Powell and recovered and observed in New York by either C. O. Bratley or J. S. Wiant, who are stationed there by the Department of Agriculture to make similar studies with fruit received from all parts of the United States.

Following our investigation work in California, a saving to the citrus growers of from \$35.00 to \$40.00 per car was made with precooled fruit having but one re-icing in transit, instead of the regular standard re-icing. Following up this character of work in the northwest we have been investigating the shipment of Bosc pears with less icings in transit. Some savings have already been effected through shipping with initial ice instead of standard refrigeration and, later in the season, in shipping without ice in transit, instead of with initial icing.

One of the greatest promises of transportation savings during 1933 was associated with the water transportation of pears through the Panama canal to New York City. Under the existing railroad rates the shipment of pears on the chartered steamer Carrillo in October saved the Hood River growers approximately 23c per box, making a total saving on the one shipment of about \$20,000. When it was certain that this shipment would be made the Hood River growers asked the Department of Agriculture to place an investigator on the ship with equipment to record temperature in various parts of the holds with the special equipment which the government has available for just such work.

Immediately it was known that this work might be undertaken steps were taken to set aside sample boxes of pears from the same orchard picked and stored the same day. Some of these test boxes of pears were distributed in various parts of the ship and others were shipped overland in refrigerator cars with recording thermometers during the normal shipping season and recovered and held for storage in New York City alongside the similar test boxes carried in the ship via the Panama canal.

The test boxes of pears are being withdrawn and ripened at New York during the winter. Although the critical test will be at the end of the storage season, at the present time results of this work indicate that the shipment of pears by water was successful and records and observations made in connection with the work will be of great assistance in making even more successful shipments in future years.

One of the shipping problems with Medford pears is connected with winter shipments and how to save that money lost from pears being frozen or from pears being made over-ripe through the application of heat to prevent freezing. Adequately to do this work requires accompanying the train to take temperatures and regulate the application of heat across the continent. Through the cooperation of the Medford shippers and trans-continental railroads, the Department of Agriculture did this during the months of December 1931 and 1932.

The transportation trip made during December 1932 was a most interesting one on account of the extremely low atmospheric temperatures encountered. We had two days

CAPITAL BLINKS AT MONKEYSHINES OF 'THE KINGFISH'

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Hawshaw the Detective did a neat inside job on the Glass case.

He (Senator Moses of New Hampshire) furnished the Republican and the capacity, while Companion Leader Watson furnished the refreshments for Huey Long during the filibuster.

They kept Long steamed up to embarrass the Democratic leadership as much as possible. That is what was behind Democratic Leader Robinson's charge that they were "encouraging" Long.

The Al Smith for Copeland trade in the senate is being pushed strongly by some Democratic influences. They have the idea that Ogden Mills will run for Senator Copeland's seat next year. They also think it quite possible that Congressman Wadsworth may get into the Republican race.

If Smith goes to the senate in Copeland's place, neither Mills nor Wadsworth would care to run against him. The Democrats would easily preserve a seat that otherwise might be lost. That argument may be used on Smith.

Mr. Roosevelt put a little inside pressure on his house leaders for the Glass banking bill. That alters the outlook.

The Garner crowd has never cared much for the Glass financial ideas. They had planned to put their guarantee of bank deposits proposition on the bill as a rider. That would have had the effect of killing it. Senator Glass would never accept it.

Mr. Roosevelt told the boys confidentially when he was here that he wanted two bills passed before adjournment—the farm bill and bankruptcy. He did not say anything about beer, repeal or taxation. They will all come in the special session later.

The farm news effectively stopped the inside rumors that Mr. Roosevelt was weakening on the allotment plan. They were based on a private report Prof. Tugwell made to the president-elect after the bill passed the house. The report was extremely critical.

The senate will seek to revise it to meet Tugwell's objections.

The president-elect told the farm leaders who came to see him that he stood on his Topeka speech. That was interpreted by them to mean five products could stay in the bill—wheat, hops, cotton, tobacco and dairy products.

Apparently Mr. Roosevelt did not know or care that Mr. Hoover would veto the bill. Neither was he conscious of the arguments by some of his friends that the Democrats ought not to give Mr. Hoover the chance to veto it.

Divorce Rate to Continue Up, Family Life Decline Further, Social Trends Group Asserts

By HERBERT YAHRAES, JR.

NEW YORK (AP)—That the divorce rate will continue to increase, the size of the family continue to decrease, and still more of the family's functions be taken over by outside agencies are among the conclusions presented in the report of the President's Research Committee on Social Trends.

DIVORCE SEEN ENDING FIFTH OF '33 MARRIAGES

NEW YORK (AP)—The prediction that "one of every five or six bridal couples of the present year will ultimately have their marriage broken in the divorce court" if present trends continue is made in the report of the President's Research Committee on Social Trends.

In 1900, the report says, there were 20 divorces for 10,000 married persons; in 1930 there were 38, the figures being based on the total number of married persons and not on the marriages for any one year. With the possible exception of Soviet Russia, the United States has the highest divorce rate of the countries for which statistics are available.

Homes broken by death decreased from 7.8 per cent in 1900 to 4.9 per cent in 1930, but homes broken by divorce, annulment or separation increased from 6.7 per cent to 9.8 per cent.

However, the report finds little evidence that the family will disappear. It has "declined in social significance," the report says, "although not in human values."

The factory, the school, the store and the state have taken over activities that once tended to keep the family together, the report declares, leaving its stability dependent on "the strength of the tie of affection, correlated sentiments and spiritual values, the joys and responsibilities of rearing children."

How to strengthen this tie is a major problem, it says.

"The stability of the future family is not clearly seen," writes Dr. William F. Ogburn, of the University of Chicago. "It rests a good deal on what research will discover, and the wide dissemination of the results."

Cites Need for Harmony

"The problems of husbands and wives," he says, "reach their crisis in separation or divorce and maintenance of strict divorce laws represents society's major effort to deal with them. Yet the more fundamental problem for the future stability of the family is to ward off the disharmony which leads to separation."

He finds "a growing need not only for more knowledge" in the field of "inherited variability, habit and the relationship of physiological and psychological behavior" but also for agencies to disseminate such knowledge. And, he declares, "some sort of preparation for family life is needed for the unmarried, for most of them will marry."

The report says that "many peoples have had higher rates of

separation and remarriage" than ours but that few cultures "have or ever had families which perform as few economic functions as do American families today dwelling in city apartments.

"These facts suggest," it says, "as does a projection of the divorce curve, that our culture may be conducive to further increases in divorce unless programs are instituted to counteract this tendency."

Homes Losing Out

"It may be that activity is slowing up the migration of work from the home," Dr. Ogburn declares, "but most of the evidence points to the further transfer of functions from the home."

For the near future he expects that the family "will bear the major responsibility in developing the personality of its children."

But the task being an increasingly difficult one, "society may be expected to give more attention to this vital question, particularly because of a diminishing supply of children."

The report finds that in spite of the growing divorce rate, the married population 15 years old and older increased from 55.3 per cent in 1890 to 60.5 per cent in 1930, though the rate of increase in 1930 and 1931 was less, "as is usually the case during a business depression."

By sections, the divorce rates per 10,000 married persons in 1930 were: New England states, 24; Middle Atlantic states, 14; South Atlantic states, 24; Pacific coast states, 30; adjoining mountain states, 70; central states, rates intermediate between those of the coastal regions.

A slight decrease during 1920-1930 in the proportion of married people between the ages of 15 and 24 "suggests that the movement toward earlier marriage which has been going on at least since 1890 may have stopped and a reverse trend set in."

The report finds that the size of the family probably will continue to decrease, though the decline has been "neither great nor rapid," a sample study showing that the average size of the unbroken family living at home was 3.67 in 1930 and 3.57 in 1930, a decline of 2.7 per cent.

Little Town Makes Big Claim

LOYALTON, Cal. (AP)—This little town of 821 population has laid claim to being the third largest city in California, exceeded only in size by Los Angeles and San Diego. The claim is made on area rather than population with 78.84 square miles in the town's boundaries.

For immediate clearance hats formerly priced up to \$10.00 now 50c and \$1.00.

ETHELWYN B. HOFFMANN.

FLAX PLANT LOSS GREATLY REDUCED

SALEM, Jan. 30.—(AP)—Net loss to the state on its 1932 flax operations was \$3802, compared to a loss of \$37,792 in 1931 and \$218,306 in 1930 according to a report by William Einzig, secretary of the state board of control.

Reductions in losses have been occasioned by a marked downturn in the amount of flax purchased and the price paid, and by severe retrenchment in manufacturing expense, the report stated.

In 1932 the state purchased only \$22,737 of flax, or a total of 1019 tons compared to 3018 tons for \$70,422 in 1931 and 8741 tons for \$314,598 in 1930.

Manufacturing expenses at the prison in 1932 totaled \$37,387. In 1931 they were \$55,037, and in 1930 they were \$95,819.

SNOW SETS OFF ROTARY PANELS

Local motorists who have traveled over the Pacific highway during the recent snow conditions have been impressed with the manner in which the Rotary highway posters stand out against their background of snow.

These colorful oil paintings, designed to advertise the resources and scenic attractions of Medford and the Rogue valley are proving effective during winter travel as in summer and have been the subject of much favorable comment. This unique advertising plan which was sponsored by the Medford Rotary club is said to be accomplishing some real results in advertising this community and all southern Oregon.

Woman Injured In Auto Smash

EDEN PRECINCT, Jan. 30.—(Sp.)—A big sedan, driven by a woman, left the road opposite the Bonham place south of Phoenix Tuesday night and went into the ditch along side of the highway.

The car turned completely over and landed on its wheels rightside up. The top was almost completely ruined.

The woman sustained a badly cut

leg from the ankle to the knee, but was able to crawl out of the wreck and cross the road to the Bonham house. Her men folks came and took her home that same morning.

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Well, I can't tell you much of anything about what is in Chesterfields

BUT I smoke a good deal, and I noticed that they said that Chesterfield Cigarettes were milder and tasted better; so I smoked a package or two and found it to be true.

I also noticed that the cigarettes were well-filled, seemed to be the right length and the right circumference, and burned uniformly—not up one side and down the other.

I liked the aroma—very pleasing. I liked the appearance of the cigarette—the paper, dead white. The package rather appealed to me.

I don't know exactly what it is, but I just like 'em. It's about the only luxury that I enjoy; so I think it's all right for me to have a good cigarette, and I believe Chesterfield is just about the best.

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Those who have occasion to call an ambulance, might do well to remember these facts when it is necessary to convey an ill or injured person to a place of relief.

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