

Salem Mutual Canning Co.

Berries
Cherries
And Pears



SALEM MUTUAL CANNING COMPANY EMPLOYS TWO HUNDRED HANDS ON CHERRIES IN SEASON AND PAYS GOOD DIVIDENDS.

Largest
Fruit Packing
House
In
The Willamette
Valley

PACKERS OF ROYAL ANNE CHERRIES, LOGAN BERRIES, STRAWBERRIES, RASPBERRIES, BLACKBERRIES, BARTLETT PEARS AND CHOICEST OREGON FRUITS

GEO. W. HOLCOMB, President S. P. KIMBALL, Vice Pres. J. J. FISHER, Secretary

A NOBLE INDUSTRY REVIEWED ROYAL ANN

COMMENTS OF A CALIFORNIA PAPER ON THE ENTERPRISE DISPLAYED IN THE CHERRY FAIR HELD AT SALEM.

"Cherry growing on the Pacific coast has now its particular festival occasion. It is the Oregon Cherry Fair."

The above two sentences are taken from the concluding paragraph of an article on cherry growing which appears in last week's issue of the Pacific Rural Press of San Francisco, and that particular festival occasion is the annual Cherry Fair at Salem, the last one held during the second week of July.

Cherry growing in the western part of Oregon will surely assume large proportions before many years, for the reason that the fruit grows to superior average size in this particular section of the Pacific coast country, which, as the California paper says, is clearly a great cherry country. Thousands of acres of land have been planted to cherry trees during the past few years, and the principal variety is the Royal Ann, or Napoleon Bigarreau, which is considered to be the queen of commercial cherries of the Pacific coast. The article referred to as appearing in the California paper is interesting to both the grower and consumer of cherries, and follows:

"The Royal Ann. She is not a legitimate queen, pomologically speaking, in fact, the name does not appear in the lists of cherry royalties except upon this coast and in newer regions of the earth, which have drawn names from our coast. For this cherry, reversing the course of favors among men, fell into royalty and not from it. It was in this way, as the story goes: The pio-

neer introducers of grafted fruit trees upon this coast crossed the plains with a wagon load of little trees set in earth in a wagon-box, watering them as streams were crossed and keeping them alive and growing enroute quite as well as they expected to. But when almost at their destination in western Oregon and climbing a steep hill with their outfit, the tailboard of the wagon gave out, and trees and earth slid to the ground in a great mix-up. The trees were put back as

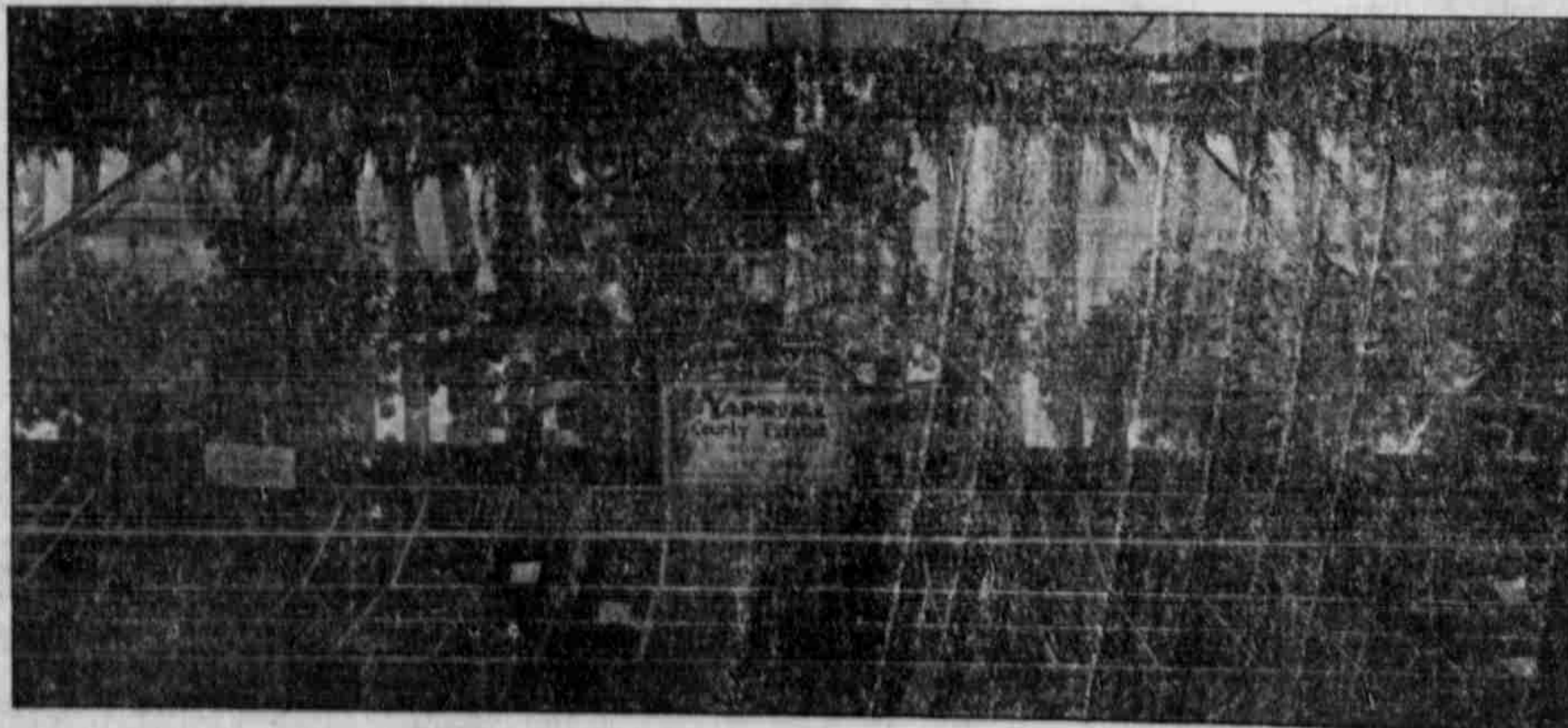
them, and though for 40 years it has been known that Royal Ann was Napoleon Bigarreau, the real Napoleon of cherry finance on this coast is still washing in petticoats as Royal Ann, and probably always will, for she holds the throne on this coast, than which there is no greater sweet cherry territory in the world.

"Royal Ann" reigns by virtue of commercial suitability. There are two great lines of cherry suitability: cherries to eat as they grow, and

use but few of them. When the canners are keen the prices of their favorites may go as twice the current prices of the dark varieties; when the canners are shy, the situation may be exactly reversed and Royal Ann may drop to half the price of the best blacks, for though Royal Ann goes for shipping, it has such a small local eating demand that it cannot be cured. Last week this condition prevailed; the blacks were 50 per cent ahead of the whites.

—2½ lb cans, or about 300,000 tins. Besides this 40 tons of cherries were put up for the Mareschino trade, to be used in the art of making American cocktails. These are put up in a preservative fluid in barrels and shipped to New York to be put in glass, and afterwards they are put in glasses and each cherry adds five cents to the cost of the whiskey it floats in to the drinker. As King Bing said at the Cherry Fair—we produce cherries wholesale, retail and cocktail. The Or-

ing them. All other cherries are classified for canning purposes as black and white and include nearly every variety. But the Royal Ann brings the top price at the cannery. The rapid growth of the cherry crop is stimulating many to put in private canneries, that can cook from 300 to 800 cans per day on the farm. There will be room for other canneries at Salem and in the valley as time goes on, and already this year canneries have been put in at many of the smaller valley towns.



YAMHILL EXHIBIT AT THE SALEM CHERRY FAIR THAT WON FIRST PRIZE FOR BEST COUNTY EXHIBIT.

well as possible, but it was not possible to get all the trees in exactly the places they occupied before and opposite their names, which had been written upon the side of the wagon-box. Thus it came about that though the trees grew well and were successfully transplanted from their tourist berths to Oregon soil, their names were lost. One cherry showed peculiar value, but it had been disconnected from its name. Pioneer gallantry concluded that so good a thing must be a lady, and so they called it 'Royal Ann.' After a time, of course, the identity of the variety was determined by comparison with later introductions which had brought their proper names with

cherries to eat from a cut glass dish filled from a tin can. To eat as it grows Royal Ann is not delicious, it is too hard and cold a beauty; but, having been processed in the can and lying afterwards in cut glass in a clear syrup, its palmy beauty is charming and its flavor adequate. Though there are other white cherries which are rivals for canners' favor, none has yet displaced the 'Napoleon-Ann.'

"Favor is, however, rather a fickle thing in cherries, as elsewhere. When the supply of red and black cherries is a little above the fresh eating and shipping demand, the price may fall below cost of picking and packing, because canners can

This may be reversed even before the present season ends, although there is, of course, a chance that the passion for planting Royal Ann during the last few years may have gone too far. This has been the way with cherries for the last 30 years and until the canning demand became great and regular, a decade or so ago, grafting of old trees back and forth, from black to white and white to black, was freely indulged in. Fortunately, the cherry takes very kindly to top grafting."

Cherry Canning Industry.
The Salem Mutual Canning company has put up on an average from 12,000 to 15,000 cases of cherries

egon Packing company of Portland, is managed by the same head as the Salem plant—Geo. W. Holcomb, a gentleman who has a large interest in the Pacific Coast Cannery trust, that markets its pack in all parts of the world. Under his leadership the Salem Mutual Canning company has been made a great success, paying good annual dividends to the stockholders, and employing from 50 to 300 hands at different seasons. The payroll average about \$1000 a week for labor in the packing season, which begins with strawberries, and closes with pie fruit in November. The Royal Anne cherry is a class by itself, and this part of Oregon has a monopoly of produc-

Spirit of the Golden West.
Geo. L. Hutchin, commander-in-chief and generalissimo of the Portland Rose festival, and all-around good newspaper man, has out thanks for a copy of the souvenir folder card in commemoration of the annual parade held on the above-named event. It contains 29 views of the floats in the parade, representing the live cities and principal industries of Oregon and the Pacific northwest. This artistic folder is one of the finest pieces of advertising ever put out by the press in any city at the confluence of the Willamette and Columbia, and Geo. L. Hutchin has scored a high-water mark as a promoter and publicity man. As a newspaper man he has been one of the largest factors in making the Oregon metropolis known to the world.

Time Card No. 53, Southern Pacific Co., Effective Sunday, May 17, 1908.
Toward Portland, Passenger, No. 16.—5:13 a. m.—Oregon Express.
No. 18.—8:40 a. m.—Cottage Grove passenger.
No. 12.—2:45 p. m.—Roseburg passenger.
Toward Portland, Freight, No. 222.—5:00 p. m.—Portland fast freight.
No. 226.—10:40—11:25 a. m.—way freight.
Toward San Francisco, Passenger, No. 11.—1:03 a. m.—Roseburg passenger.
No. 17.—6:45 p. m.—Cottage Grove passenger.
No. 15.—9:56 p. m.—California express.
No. 13.—3:31 a. m.—San Francisco express.
Toward San Francisco, Freight, No. 221.—2:43 a. m.—Portland fast freight.
No. 223.—11:28 a. m.—way freight.