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Hunt Institute was dedicated in 1961 as the Rachel McMasters Miller Hunt Botanical Library, an international center for bibliographical research and service in the interests of botany and horticulture, as well as a center for the study of all aspects of the history of the plant sciences. By 1971 the Library's activities had so diversified that the name was changed to Hunt Institute for Botanical Documentation. Growth in collections and research projects led to the establishment of four programmatic departments: Archives, Art, Bibliography and the Library.

New York, February 8, 1940

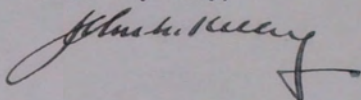
Dear Doc,

I am attaching for your information copy of my letter to Mr. Rowe with attachments for lefax sheets. Thought you might be interested.

We have not heard from you for a long time; have often thought of you and wondered why we don't get a note from you now and then.

With kindest regards, I am

Yours very truly,

A handwritten signature in cursive script, appearing to read "J. H. Silliman", with a long horizontal flourish extending to the right.

Personal

Dr. Wilson Popenoe

New York, February 8, 1940

Mr. H. Rowe
Boston

In reply to your letter of January 24, I am now attaching charts on scarring in recent New York cargoes, and pie diagrams together with reading matter to accompany.

I am also sending you information for new data sheets on fungicidal sprays, spreaders, stickers, etc.

Yours very truly,

John H. Keeling

cc: Mr. A. A. Follan

bcc: Dr. W. Popenoe

SCARRING IN NEW YORK CARGOES

The accompanying charts serve to illustrate both the relative severity of scarring in the four principal varieties of fruit regularly discharging at New York and also the relative importance of scarring as compared with other defects of appearance. "Index", as used here, is a weighted average of the varying degrees of severity and is obtained by adding to the percentage "heavy" three-fourths of the per cent "medium", one-half of the per cent "slight", and (in the case of maturity stain, stem-end rot and red rust) one-fourth of the per cent "trace". Its advantage is that it provides a single representative figure for purposes of direct comparison.

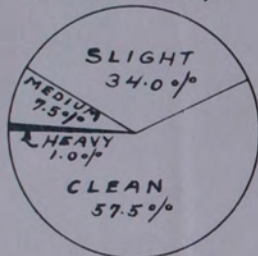
Figure I shows the relative severity of scarring in these four varieties by months from 1936 to 1939 inclusive, insofar as regular cargo inspection data are available for that period. It will be noted that Limon East Coast and Cortes-Tela cargoes continued in 1939 the improvement they showed in 1938. Guayaquil and Santa Marta, on the other hand, have lost some of the ground which they had previously gained, although still from 10 to 20 points lower than in the very bad year of 1937.

Figure II consists of two sets of pie charts for these same varieties for the last month in 1939. The upper row shows the average percentage of heavy, medium and slight scarring. Directly underneath, in the second row, are shown the corresponding figures for the worst single defect in appearance (other than scarring) for each individual variety. In East Coast Limon fruit scarring (in December) was rather less important than maturity stain. In Guayaquil fruit, scarring was somewhat worse than butt rot. In Santa Marta fruit, scarring was considerably worse than stem-end rot. In Cortes-Tela fruit, on the other hand, red rust was by far the worst single factor affecting the appearance of that variety.

New York, N. Y.
February 5, 1940

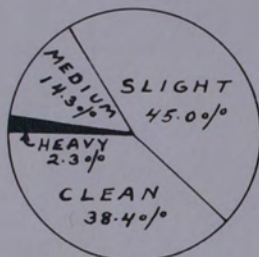
NEW YORK CARGOES - DECEMBER, 1939

LIMON
(EAST COAST)



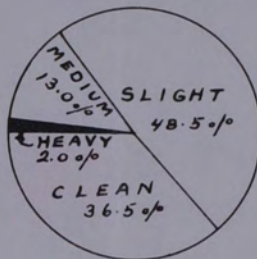
SCARRING
INDEX - 23.7

GUAYAQUIL



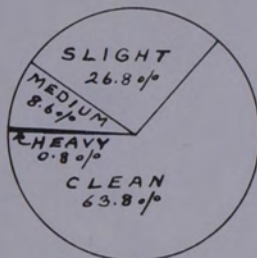
SCARRING
INDEX - 35.4

SANTA MARTA

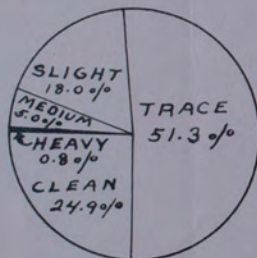


SCARRING
INDEX - 36.0

CORTES-TELA



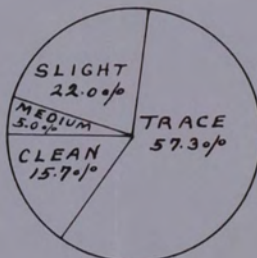
SCARRING
INDEX - 20.7



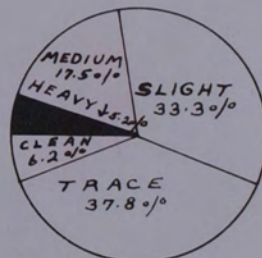
MATURITY STAIN
INDEX - 26.4



BUTT ROT
INDEX - 33.4



STEM-END ROT
INDEX - 29.1



RED RUST
INDEX - 44.4

FIG. II.

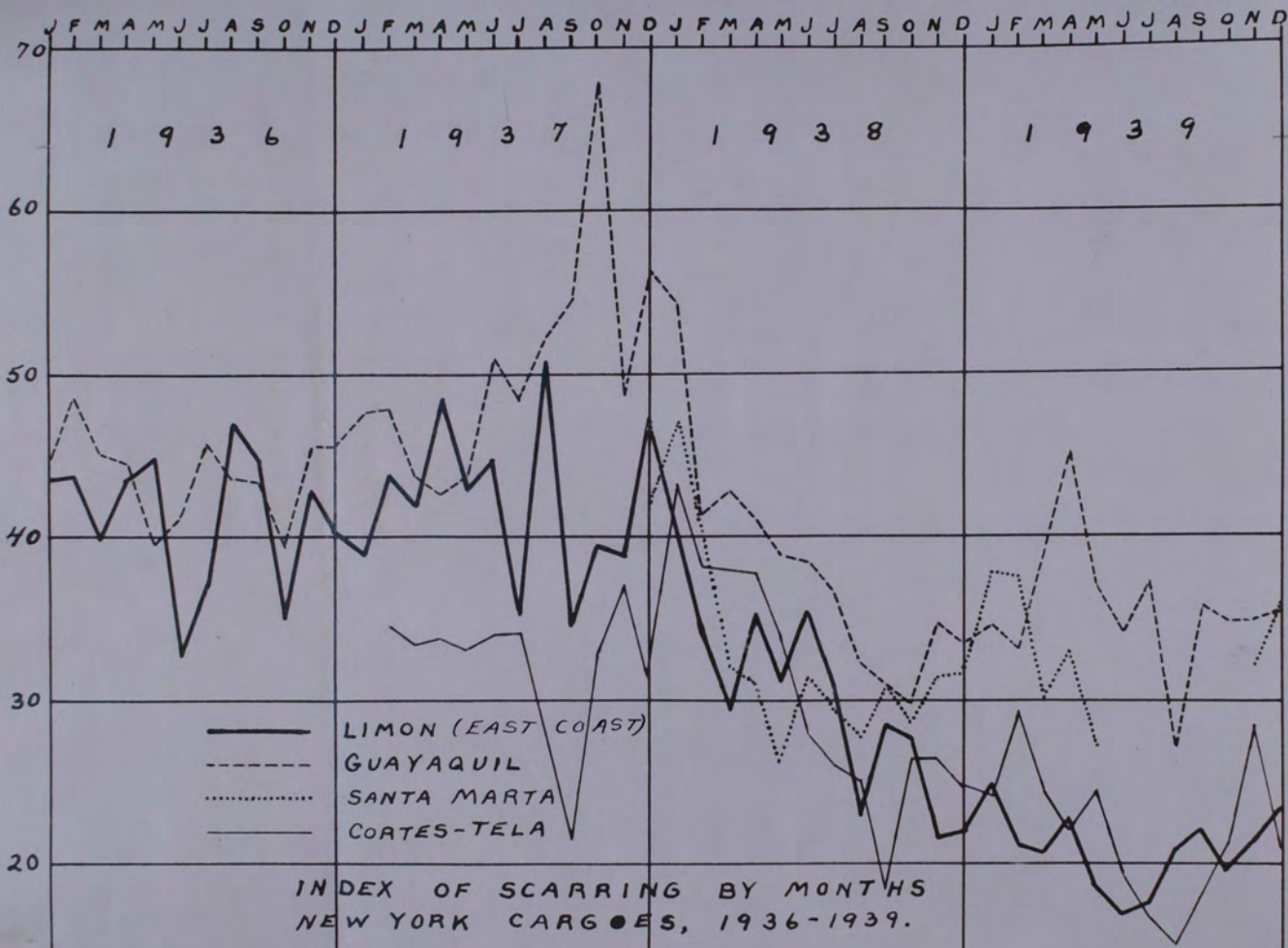


FIG. I.

Dr. Wilson Poponoe:-
For your information.
J.N.K.

July 2nd, 1940.

Mr. J. N. Kelley:-

Summary of Ripening Characteristics
of the various varieties into the East.

This covers all Eastern cargoes from June 1st to
June 30th, inclusive.

CORTES-TELA:

Weekly arrivals into Boston, New York, twice weekly
into Baltimore and twice weekly into Philadelphia until June 20th,
when Santa Marta was substituted for one of these weekly arrivals.
Of the 22 cargoes at all ports, 9 were all Cortes, 8 all Tela,
balance mixed. Deliveries 55 on the Musa-Platano into New York, 53
on other ships, except the Esparta, San Jose, Sagua and Tanamo,
which have been carrying 52. The San Jose is the only one of these
last named ships that is now in the Honduras service and is carrying
53 on her next trip. All ships now carrying 53 are being revised up-
ward to 54 delivery, account of scattered "slow ripening" complaints
and greener outturns. Percent ripes 3.0-0.8, with the San Jose-9,
Philadelphia June 6th, making 6.8.

Grade 20-0% full, average about 5%, with a decided drop
in full grade the past two weeks; 3-12% undergrade at Boston and New
York, 10-25% undergrade at Philadelphia and Baltimore. Average weight
of 9s, 84-90 lbs., still heavy, but lighter than last month. To
indicate that this fruit is still heavy, about 30% of all cars loaded
this month averaged over 100 lbs. However, it is quite evident at
this writing that the Tela grade has fallen 'off' noticeably this past
week, while the Cortes holds up.

Quality good, though more shortfingeredness appearing,

with 5-10% in each cargo. Fruit still quite compact, although Baltimore reports 7-10% openhandedness.

Appearance good, with 3-15% medium scarring and bruising, average 10%, 0-5% heavy, about the same as last month. Except for the Heredia-3, Baltimore June 24th, (all Tela), the condition of all cargoes has been fresh and green. On this particular cargo, there was much dried out fruit, some sluggish bleeding and color rather dull; small weak stalks were very noticeable, about 25% so affected. This made car stowage difficult. The general appearance of this cargo was only fair due to the dried out and wilted condition, which accentuated even the smallest scratches. Only traces of red rust, leaf scar and sooty mold. Acid injury about 1% medium at Boston, but only traces else where. Curved stalks, which were so prevalent last month, have become straighter, as only 5-15% were considered curved this month.

Cars carried mostly grass green at average brace temperatures of 57-64, mostly 60-61. During this past week, we have endeavored to carry at even higher averages and as a result, the cars out of Atenas-8, Philadelphia and Heredia-3, Baltimore, both discharged June 24th, were carried at averages of 63-66.

The Musa-Platano carried about 2000 stems on each trip in their portable wooden bins constructed on the aft deck and made from 6-11% ripe and turning.

Meloripe reported only fair ripening for uniformity and evenness, though the color was good. They have also noticed considerable broken and bruised hands, and traces of split fingers in ripes. In general, they report this fruit ripening slowly and more irregular than usual.

Out of about 1900 cars loaded (or about 67% of all cars loaded this month), we received 21 complaints for "dull, dark color, slow, uneven and hard to ripen", and 8 other complaints for "badly scarred and split fingers".

SANTA MARTA:

Three cargoes into Boston, discontinued since June 17th, and weekly arrivals into Philadelphia starting June 20th. Deliveries 53 til 56, then 54 on Boston cargoes, 53 on Philadelphia ships. Percent ripen 5.1-6.8 at Boston, 12.2-7.1 at Philadelphia.

Grade 0% full, 30-50% undergrade, even lighter. Average weight of 9s, 71-68 lbs.

Quality only fair, becoming worse in the last few weeks, due to 20-30% shortfingeredness and considerable openhandedness and raggedness. The Esparta-11, Philadelphia June 27th, was^a/fair to poor cargo, especially for quality and appearance.

Appearance only fair with 10-25% medium scarring and bruising and 0-10% heavy. Age is a decided factor, as 40% of the Esparta-11 was badly affected, thus giving the fruit a poor appearance.

Stem end rot index 11.6-13.4, slightly lower.

Meloripe reported good to fair ripening for uniformity and color, but good for evenness. On one cargo, there was a slight improvement in color, but the others still showed some 'off' color, which has been noticeable in this variety the past few months. Their records showed 10% medium to heavy stem end rot.

Cars carried mostly green at average brace temperatures of 57-58.

Out of about 200 cars loaded, of which about 70% were shipped to Canadian destinations, we received 8 complaints for "badly

scarred, stem end rot, openhanded, poor quality and excessive shrinkage"; and 4 others for "chilled" and "dull color". Messenger records do not indicate that any of these cars were "chilled".

GUAYAQUIL:

Weekly arrivals of Grace Line steamers into New York. Deliveries 52, but raised to 55 and 56 the night before discharge, thus providing higher pulps, on account of the New York market taking practically all fruit out of each ship. Percent ripens, 11.4 to 18.1, slightly higher than last month.

Grade 4-5% full, 15-30% undergrade, somewhat irregular, but about the same as last month. Average weight of 9s, 78-79 lbs.

Quality mostly good, with only 3-5% shortfingeredness, though 7-15% extreme openhandedness and 55-67% medium.

Appearance quite poor, due to 23-30% medium scarring and bruising, and 8-20% heavy, also to 20-30% age, 3-5% medium maturity stain, trace to 3% heavy spotting and traces of red rust and latex stain. Lack of freshness, plus prevalent maturity stain, contribute to give the fruit a generally dirty appearance. Butt rot, 2-5% heavy, and 19-35% medium, slightly heavier than last month.

Only 11 cars were loaded, the majority of which sold in the local territory. Average brace temperatures were 55-57. Two complaints were received for "considerable stem end rot, heavy shrinkage, dirty, bruised and some turning".

GUATEMALA:

Weekly arrivals into Boston on Tuesdays, plus a weekly Monday arrival beginning June 24th, replacing Santa Marta; twice weekly into New York; a total of 13 cargoes. All of the New York cargoes were mixed, and most of them contained all three varieties,

namely East Coast, West Coast Produced and West Coast Purchased. Of the 5 Boston cargoes, 2 were West Coast Produced, one East Coast, the others mixed. Deliveries 52, when the majority was East Coast or West Coast Purchased, 53 if the majority was West Coast. Produced, 52 til 55, then 53, if half West Coast Produced and the other half either East Coast or West Coast Purchased.

EAST COAST:

Percent ripe, 10.3 to 0.6, a considerable decline on the last two New York cargoes, though variable. Grade 0-15% full, average about 6%, with only 2-15% undergrade, mostly uniform and consistent full three quarter grade. Average weight of 9s, 89-78 lbs., declining, but still heavy. Quality good to excellent, with only traces of shortfingeredness and only 1-5% extreme openhandedness. Appearance good, with 5-15% medium scarring and bruising, and 1-5% heavy. Fruit mostly fresh, with no more than 5-10% age in any cargo. Traces of leaf scar, maturity stain and sooty mold. Acid injury 1-3% medium in most cargoes, more noticeable in East Coast than for several months. Meloripe reported good to fair ripening for uniformity, evenness and color, but that the fruit ripened somewhat soft and rubbery on two cargoes early in the month. Too early for reports on East Coast portions of this week's cargoes.

W. C. PRODUCED:

Percent ripe, 0.5-4.0, mostly around 1%, grass green. Grade, 0% full at Boston, 12-3% full at New York, and only 3-12% undergrade at both ports. The percentage of full grade is declining, but the grade still remains a good, uniform full three quarter, on a par with the East Coast. Average weight of 9s, 77-84 lbs., heavier than last month. Quality good, with only traces of shortfingeredness,

though 5-10% extreme openhandedness, and 50-65% medium. Appearance fair to good, with 8-20% medium scarring and bruising and 3-7% heavy.

Very little age noticeable, traces of leaf scar, sooty mold and 6-10% slight maturity stain. Thrips injury especially evident on the Antigua-12, New York, June 27th. Add injury 1.8 to 3.3 medium to heavy at Boston, 1% medium to heavy at New York, though as much as 25% of some New York cargoes were slightly affected, thus marring the appearance. Meloripe reported good to fair ripening for uniformity, and good for evenness and color; satisfactory ripening, though increased scarring. However, on the first Tuesday arrival at Boston, May 21st, the San Mateo-10, they reported slow, irregular and uneven ripening. These facts were not available for last month's summary.

W. C. PURCHASED:

Increased amounts of this variety in most cargoes. Percent ripens 1.8-13.0, quite variable. Grade 0-5% full, 25-48% undergrade, consistently light. Average weight of 9s, 65-77 lbs., mixed with other varieties. Quality poor, due to 30-50% shortfingeredness, including 5-20% extreme; also 1-2% extreme openhandedness and 25-35% medium. Much small stunted fruit on most recent cargoes. Appearance fair to good, with 10-22% medium scarring and bruising, 3-8% heavy, slightly better than last month. Fruit showing age amounted to 5-20%, the same as last month. There were also traces of leaf scar, latex stain, maturity stain and caterpillar scab.

The cars, nearly all of which were East Coast or West Coast Produced, carried greener than in past months at average brace temperatures 57-61, mostly 58.

Out of nearly 700 cars loaded, of which about 40% went to Canadian destinations, we received only 8 complaints and all West Coast Produced, for "hard to ripen, dirty, sickly color, dry and badly scarred".

R. B. TEWKSBURY.

New Orleans, La., July 10th., 1940

Mr. J. N. Kelley:

This is the 52nd summary of the ripening characteristics of the various varieties into the South for period week ending June 8th. to July 6th.

BLUEFIELDS:

Regular weekly shipments of approximately 17,000 to 22,000 stems into New Orleans only, all naturally ventilated steamers. Percent ripe and turning 27.4 to 40.9% - a continued increase - wilted 80 to 85%.

Appearance: Good to Poor, with 15 to 25% scarred, including 0 to 5% severe; Black Bee Injury 5 to 20%, including 0 to 5% severe; Spotting 0 to 10%. Our Inspection: Scarring 2 to 9% medium, 0 to 4% heavy - a slight increase; Black Bee Injury index 11.0 to 14.8; Spotting index 4.5 to 15.8; Red Rust; Maturity Stain; Leaf Scar negligible.

Quality: 75 to 90% Poor - none good. Grading 95 to 100% under desired grade, including 60 to 65% English cut and 15 to 25% thin; Short Fingered 70 to 90%, including 10 to 15% severe; Openhanded 60 to 65%, including 10% severe. Our Inspection: Grading 95 to 98% under desired grade, including 55 to 59% English cut and 9 to 15% thin - very little change; Short Fingered 48 to 51% slight, 6 to 13% extreme; Openhanded 40 to 50% slight, 15 to 28% medium, 3 to 9% extreme. Average weight of 9's 49.3 to 52.3 - a continued decrease.

Carrying quality in cars fair to poor.

Complaints:- 1 - Arrived 3/4 ripe and turning - considerable mashed fruit (4th. day delivery)

BARRIOS VARIETIES:

BARRIOS LINE INDEPENDENTS:

Shipments consisting of approximately 7,500 to 10,000 stems, carried with other Guatemala and Barrios varieties. One refrigerated shipment each into Galveston and Mobile, making 9.3 to 11.1% ripe and turning and one

naturally ventilated shipment into Jacksonville, making 19.3% ripe and turning. Temperature instructions to steamers 52 minimum delivery throughout, unless West Coast Produced loaded in same steamer exceeded in quantity, then 53 minimum delivery throughout.

Appearance: Fair to Good, with 15 to 30% scurred, including 0 to 10% severe; Black Bee Injury 0 to 1%, including 0 to 5% severe. Galveston reports 10% Blotch. Our inspection: (one cargo Mobile only) Scarring 8% medium, 4% heavy; Black Bee Injury index 4.8; Red Rust index 3.5; Spotting, Maturity Stain, Sooty Mold, Blotch negligible.

Quality: 45 to 50% Good, 5 to 15% Poor. Grading 35 to 50% under desired grade, including 0 to 10% English cut; Short Fingered 15 to 30%, including 0 to 5% severe; Openhanded 0 to 20%. Our Inspection: (one cargo Mobile only) Grading 50% under desired grade, including 13% English cut; Short Fingered 4% slight, 10% extreme; Openhanded 23% slight, 8% medium, 0% extreme. Average weight of 9's 63.9 to 68.9 (weighed with other varieties).

Carrying quality in cars fair, except naturally ventilated steamer, poor.

Complaints:- 1 - Poor quality, uneven grading, ripe and turning bunches and hands throughout, 1 - (mixed with West Coast Purchased) Overheated, large spots appear as ripening sets in, pulp soft (car handling OK), 1 - (mixed with West Coast Purchased) all ripe - poor quality (unbilled)

BARRIOS WEST COAST PURCHASED:

Three refrigerated shipments into Galveston, two into Mobile and one into Charleston, carried with Guatemala and other Barrios varieties, making 4.7 to 10.4% ripe and turning, excepting Tivives-6, Charleston July 5th., 17.4% ripe and turning. Temperature instructions to Steamers 53 minimum delivery throughout, unless bulk of cargo consisted of East Coast, then deliveries reduced to 52 and maintained. Charleston Steamers instructed by New York office. One

naturally ventilated shipment mixed with Barrios West Coast Purchased at Jacksonville, 15.0% ripe and turning.

Appearance: Poor to Good, mostly Fair - scarring 15 to 55%, including 0 to 15% severe; 0 to 15% acid injury. Our Inspection: (Two shipments at Mobile and Galveston) Scarring 6 to 22% medium, 2 to 5% heavy; Maturity Stain index negligible to 5.5; Leaf Scar; Black Bee Injury negligible. Mobile reports Acid Injury 12 to 18% slight, 0 to 4% medium.

Quality: 40 to 65% Good, 0 to 10% Poor. Grading 35 to 60% under desired grade, including 0 to 5% English cut; Short Fingered 15 to 35%, including 0 to 5% severe, excepting Charleston 0%; Openhanded 0 to 20%. Our Inspection: (Two shipments at Mobile and Galveston) Grading 40 to 64% under desired grade, including 0 to 6% English cut and 0 to 3% full - a decided improvement; Short Fingered 21 to 37% slight, 0 to 5% extreme - an increase; Openhanded 17 to 27% slight, 2 to 5% medium - a continued improvement. Average weight of 9's 63.9 to 76.9.

Carrying quality in cars good to fair refrigerated shipments, fair to poor naturally ventilated shipments.

Complaints:- 1 - Badly scarred and spotted, 2 - poor ripening, badly scarred, 2 - arrived turning - some ripe (unbilled) 1 - arrived all ripe and turning, some washed (handling OK), 2 - badly scarred and bruised, 2 - most unclean and over-ripe fruit ever handled (unbilled)

CHANGUINOLA:

Fortnightly shipments consisting of approximately 2,400 to 2,700 stems, carried on refrigerated steamers with Fortune fruit into New Orleans only. Percent ripe and turning 7.9 to 13.1% - wilted 90 to 95%. Temperature instructions to steamers 52 delivery until completion of loading at second port then raise deliveries to 53.

Appearance: Poor - scarring 25 to 40%, including 5 to 10% severe; Black Bee Injury 5 to 20%, including 0 to 5% severe; Red Stain 25 to 30%, including

trace to 5% severe. Our Inspection: Scarring 12 to 14% medium, 4 to 7% severe - an increase; Spotting index 11.3 to 16.3 - an increase; Black Bee Injury index 6.0 to 7.0 - an increase; Red Rust index 15.3 to 22.0; Maturity Stain index 6.0 to 6.7; Mottled negligible.

Quality: 30 to 60% Good, 5 to 15% Poor. Grading 40 to 65% under desired grade, including 5 to 10% English cut; Openhanded 20%. Our Inspection: Grading 53 to 70% under desired grade, including 7 to 17% English cut and 0 to 2% full - a decrease, although steamer ripes continue high and carrying quality in cars fair to poor. Short Fingered 5 to 14% slight; Openhanded 15 to 65% slight, 10 to 16% medium and 1 to 2% extreme - an increase. Average weight of 9's 77.2 to 80.2 - a decline.

Carrying quality in cars fair to poor.

Complaints:- 1 - Truckload unloaded all ripe, 2 - Trucks- full ripe three to four days after unloading, 1 truck arrived turning (These three complaints from Fairmont Creamery Co. - Dodge City, Kas.)

CHIRIQUI:

Two refrigerated cargoes into Mobile and one into New Orleans, first of this variety received since April. Percent ripe and turning 6.7 to 2.9%. Temperature instructions to steamers, reduce deliveries to 52 until returns reach 54, then raise deliveries to 53 - and 53 minimum deliveries throughout.

Appearance: Fair to Poor, mostly Poor, with 20 to 50% scarred, including 0 to 10% severe; Spotting 0 to 20%; Red Stain 15 to 40%. Our Inspection: Scarring 5 to 12% medium and 4 to 5% heavy - a slight increase; Maturity Stain index 13.5 to 19.0 - an increase; Spotting index negligible to 18.3 - an increase; Acid Injury negligible, excepting cargo ex Telde-11, New Orleans June 28th., showed 11% slight, 3% medium and 2% heavy; Leaf Scarring negligible to 13% slight.

Quality: 25 to 45% Good and 10 to 15% Poor - a decline over April cargoes. Grading 55 to 75% under desired grade, including 5 to 10% English cut; Short Fingered 0 to 20%; Openhanded 40 to 60%, including 5 to 10% severe. Our In-

speciation: Grading 59 to 76% under desired grade, including 8 to 12% English cut - a decline; Short Fingered negligible to 24% slight; Openhanded 33 to 53% slight, 13 to 25% medium, 4 to 6% extreme - an increase. Average weight of 9's 79.8 to 82.0.

Carrying quality in cars good to fair, excepting San Bruno-10, fair to poor, unbilled fruit holding up very good for about three days.

Complaints:- 1 - Complained fruit badly chilled (unbilled)

FORTUNA:

Two regular refrigerated shipments into New Orleans weekly, together with one additional cargo for weeks ending June 15th. and June 22nd. Regular weekly arrivals into Mobile and regular weekly arrivals at Charleston up to week ending June 22nd. Percent ripe and turning 0.3 to 4.9%; also weekly naturally ventilated cargoes into Galveston and one arrival at Jacksonville, making 2.3 to 9.6% ripe and turning. Temperature instructions to steamers 53 minimum delivery throughout voyage - 53 delivery until returns reach 56 then raise deliveries to 54 - and 54 minimum delivery throughout voyage, which are now our present instructions on all cargoes.

Appearance: Fair to Good, mostly Good - scarring 10 to 25%, including 0 to 5% severe; Red Stain 0 to 10%; Leaf Scar 0 to 10%. New Orleans reports Acid Injury 0 to 25% of general and severe scarring due to acid injury; Mobile reports 0 to 5% of cargo showing acid injury. Our inspection: Scarring 3 to 23% medium, 0 to 6% heavy; Red Rust index 8.3 to 42.5 - an increase; Maturity Stain index negligible to 6.3; Sooty Mold index negligible to 2.0; Leaf Scar negligible to 33% slight, 0 to 6% medium and 0 to 1% heavy; Acid Injury negligible to 14% slight, 0 to 5% medium - an improvement; Spotting negligible. High percentage of curved butts reported past two months now practically depleted and butts generally normal, which is considerable improvement with respect to stowage.

Quality: 55 to 95% Good. Grading 5 to 45% under desired grade, also 0 to 10% full; Openhanded 0 to 20%. Our inspection: 5 to 50% under desired grade, including 0 to 3% English cut, also 0 to 9% full; Short Fingered negligible to 21% slight - an improvement; Openhanded 17 to 45% slight, 2 to 12% medium - an improve-

ment. Average weight of 9's 82.0 to 87.9

Carrying quality in cars, refrigerated cargoes good, unbilled fruit holding up good four to five days; carrying quality of naturally ventilated cargoes fair to good and unbilled fruit holding up very good for two to three days, excepting the Hvoslef-7 discharged Jacksonville July 1st., unbilled fruit held up poorly.

Complaints:- 1 - Over-ripe and mashed (ex Crawford Ellis-17, Galveston, destination Tulsa - contained 155 sel. ripers), 1 - chilled next to bunkers (unbilled), 1 - excessive scar, 1 - (ex Crawford Ellis-16, Galveston, destination Joplin, Mo.) all turning and ripe some mashed (mostly specials or sel. ripers when loaded), 1 - 50% excessive scar, 1 - immature, scarred, will not ripen properly, 2 - had not ripened, 8th. day in rooms (car handling OK), 5 - extremely hard to ripen, some still green 9 days after discharge, 1 - immature will not ripen properly (handling OK), 1 - slow ripening. Detroit branch complained 29 cars slow ripening causing loss of sales. Steamer temperatures 53 delivery throughout, fruit carried with East Coast Guatemala (car handling good - no low temperatures). Toledo trade complained about very slow ripening Cortes-Tela ex Sixaols-11 -- Jobbers Service men investigating. Cincinnati trade complain that fruit averaging 100 lbs is too heavy, handling too difficult, large fingers curtailing sales account too few bananas per lb.

GUATEMALA VARIETIES:

EAST COAST:

Refrigerated shipments two into Galveston, one solid cargo and one loaded with Barrios West Coast Purchased, one into Mobile loaded with Guatemala West Coast Produced, two into New Orleans loaded with Fortuna and one into Charleston loaded with Barrios West Coast Purchased. Percent ripe and turning 4.0 to 9.8% - an improvement with respect to regularity. Temperature instructions to steamers 52 minimum delivery throughout voyage on solid cargoes and when bulk of cargo consists of East Coast variety, otherwise 53 minimum delivery. On the Tolosa-14, mixed East Coast and Fortuna delivery temperatures were carried at 52 and Fortuna at 53 for three and two days respectively and then raised to 53 and 54. Charleston steamers

instructed by New York office. Three naturally ventilated shipments at Jacksonville, one solid, two carried with Guatemala West Coast variety, making 3.9 to 5.3% ripe and turning.

Appearance: Poor to Good, mostly Good, with 15 to 25% scarred, including 0 to 5% severe, excepting Sixsola-11, New Orleans June 13th., 65% scarred, including 15% severe, with 85% of general and severe scarring due to Acid Injury; 0 to 10% Red Stain. Our Inspection: Scarring 7 to 15% medium, 2 to 5% heavy; Acid Injury 12 to 34% slight, 1 to 3% medium and 0 to 1% heavy; Leaf Scar negligible to 24% slight, 1 to 5% medium and 0 to 1% heavy; Maturity Stain index negligible to 8.0; Red Rust index negligible to 5.3 - a slight increase; Black Bee Injury negligible.

Quality: 70 to 85% Good. Grading 15 to 30% under desired grade and 0 to 5% full; Short Fingered 0 to 10%; Openhanded 0 to 35%. Our Inspection: Grading 25 to 35% under desired grade, including 0 to 1% English cut, also 0 to 4% full; Short Fingered negligible to 28% slight and 0 to 2% extreme; Openhanded 25 to 39% slight, 2 to 7% medium. Average weight of 9's 81.1 to 85.4, excepting Jacksonville naturally ventilated cargoes as follows; one solid cargo 70.1; two weighed with other varieties 71.6 to 74.4.

Carrying quality in cars good to fair.

Considerable improvement with respect to complaints over last month.

Complaints:- 2 - Badly bruised and broken bunches, 1- poor, scarred, just specials, 1 - badly scarred and stale, 1 - arrived (Cincinnati) all ripe and turning, poor quality (unbilled)

WEST COAST PRODUCED:

Refrigerated shipments three into Mobile, carried with Guatemala and Barrios varieties, all carried at 53 minimum delivery throughout. Three into Galveston, two of which were mixed with other Guatemala and Barrios varieties and carried at 53 minimum delivery throughout, except La Perla-12, June 3rd., carried at 52 until returns reached 55, then delivery raised to 53, account bulk of cargo consisting of West Coast Purchased and one solid cargo carried at 53.

Appearance: Poor to Good - mostly Fair to Good, with 20 to 40% scarred, including 0 to 5% severe; Acid Injury 0 to 25%, including 0 to 5% severe. Our Inspection: Scarring 6 to 21% medium, 2 to 7% heavy - an increase; Acid Injury 8 to 23% slight, 1 to 8% medium and 0 to 3% heavy - an increase; Maturity Stain index 18.3 to 29.5 - an increase; Spotting; Red Rust; Black Bee Injury negligible. Leaf Scar negligible to 13% slight and 0 to 1% medium.

Quality 70 to 85% Good, 0 to 5% Poor, excepting Jacksonville reports 90 to 100% Good. Grading 15 to 30% under desired grade, also 0 to 5% full, excepting Jacksonville reports 0 to 10% under desired grade, also 0 to 5% full; Openhanded 15 to 60%, including 0 to 5% severe, excepting Jacksonville reports 0%. Our Inspection: Grading 18 to 30% under desired grade, including 0 to 2% English cut, also 0 to 7% full - a continued increase; Short Fingered negligible to 22% slight; Openhanded 24 to 56% slight, 8 to 10% medium and 0 to 2% extreme. Average weight of 9's 78.4 to 85.4 (weighed with other varieties).

Carrying quality in cars good.

Complaints:- 2 - Unclean, 1 - badly bruised and broken bunches, 1 - truck, excessive scar, 1 - worst car ever purchased, excessive scarring, 1 - chilled, 1 - slow and uneven ripening, ripe and green hands on same bunch (handling OK), 2 - stubborn and hard to ripen (handling OK), 2 - slow ripening, excessive scarring, 1 - slow ripening and scarring, 1 - truck, slow ripening, 4 - slow ripening, only fair quality, considerable scar when ripe, 1 - stubborn and hard to ripen, also badly spotted and discolored (car temperatures 58-64).

LIMON VARIETIES:

ATLANTIC:

Weekly arrivals into New Orleans only, solid cargoes and carried with San Juan. Two refrigerated shipments, percent ripe and turning 5.5 to 7.1%, naturally ventilated shipments 16.1 to 19.1%. Temperature instructions to steamers reduce deliveries to 52 until returns reach 55, then raise deliveries to 53.

Appearance: Fair to Poor, mostly poor, with 20 to 30% scarred, including trace to 5% severe; Spotting 10 to 30%, including 0 to 5% severe; Black Bee Injury 0 to 10%; Red Stain 0 to 15%. Our Inspection: Scarring 4 to 10% medium, 0 to 5% heavy; Spotting index 14.0 to 27.5 an increase; Black Bee Injury index 2.3 to 6.5; Red Rust index 10.0 to 14.0 - an increase; Maturity Stain index 8.8 to 12.4; Mottling and Blotch negligible.

Quality: 30 to 50% Good, 5 to 10% Poor. Grading 45 to 65% under desired grade, including 5% English cut; Short Fingered 30 to 35%, including 0 to 5% severe; Openhanded 0 to 25%. Our Inspection: Grading 35 to 68% under desired grade, including 1 to 8% English cut, also 0 to 4% full - a continued improvement, particularly in the English cut fruit; Short Fingered 25 to 33% slight, 0 to 2% extreme; Openhanded 46 to 50% slight, 8 to 12% medium, 0 to 1% extreme. Average weight of 9's 64.8 to 69.3 (weighed with San Juan). Solid cargoes 64.4 to 64.8.

Carrying quality in cars good on refrigerated shipments, unbilled fruit holding up good two to three days, poor on naturally ventilated fruit.

Complaints:- 1 -(Omaha) Stubborn and hard to ripen (car temp. 58-60)

SAN JUAN:

Two refrigerated shipments into New Orleans carried with Atlantic. Percent ripe and turning 18.0 to 20.1%. One naturally ventilated shipment of 2,187 stems carried with Atlantic 35.4% ripe and turning. Temperature instructions to steamers same as for Atlantic variety.

Appearance: Poor, with 30 to 40% scarred, including 5 to 10% severe; Spotting 10 to 20%, including 0 to trace severe; Black Bee Injury 5 to 15%; Red Stain 15 to 25%. Our Inspection: Scarring 4 to 7% medium, 0 to 1% heavy; Spotting index 6.7 to 8.0; Black Bee Injury index 3.7 to 5.5; Red Rust index 10.5 to 13.2 a continued slight increase; Maturity Stain index 13.1 to 18.7 - an increase.

Quality: 45 to 55% Good, 5% Poor - a decided improvement. Grading 40 to 55% under desired grade, including 5% English cut; Openhanded 20 to 30%.

Our Inspection: Grading 40 to 77% under desired grade, including 5% English cut - a decided improvement, particularly in the English cut fruit; Short Fingered 4 to 8%; Openhanded 39 to 48% slight, 9 to 14% medium - an improvement. Average weight of 9's 64.8 to 69.3 (weighed with Atlantic).

Carrying quality in cars refrigerated cargoes, good; naturally ventilated cargoes poor.

Both Atlantic and San Juan varieties carried on refrigerated steamers have shown considerable improvement with respect to steamer ripeness and particularly in the interior deliveries, as compared with the naturally ventilated cargoes, which have not only shown higher percentages of ripe and turning at the seaboard, but have carried very poorly in the cars, due chiefly to age and high pulp temperatures on steamer and when loaded in the cars.

Complaints:- None.

SANTA MARTA:

One split refrigerated cargo into Charleston only. Percent ripe and turning 9.6%. Steamers instructed by New York office.

Appearance: Fair, scarring 35%, including trace severe.

Quality: 70% Good, 10% Poor. Grading 25% under desired grade; Short Fingered 15%; Openhanded 35%, including 10% severe. Average weight of 9's 66.6.

Carrying quality in cars good.

Complaints:- None.

EL HULE: (All rail shipments crossing at Laredo and El Paso)

LAREDO:

Weekly arrivals consisting of 8 to 10 cars. Condition on arrival at Nuevo Laredo (actual count from doorway inspection) 12 cars green, 32 cars from 2 to 10 ripe and turning. No wind chilled fruit or slow bleeding fruit reported. Laredo reports bracing uniform and fairly good. Stowage generally good, except some cars loaded very heavy and top tiers too high and loosely stowed near the braces. All cars equipped for stage icing are now having the racks elevated at the loading platforms in

Mexico, which is of considerable advantage under ice. All shipments are icing at Mexico City and reicing at Monterrey, with stage equipped cars icing evenly front and rear bunkers and full stage cars usually icing in proportion of two to one in front and rear bunkers respectively.

Cars have been arriving at the border points with very good temperatures and Mr. Muller at Laredo advises that he has discussed with the Mexican Messengers matter of icing cars individually and in accordance with the temperature, condition of fruit and amount of ice in the car at time of icing, which is another step towards improving this service.

EL PASO:

Weekly shipments ranging from 7 to 10 cars. Condition on arrival at Juarez (actual count from doorway inspection) 26 cars arriving green and 18 from 1 to 10 ripe and turning. No wind chilled fruit reported. El Paso reports stowage fair to good, braces standard.

Appearance: Fair, with 10 to 20% scarred, including 0 to 5% severe; Black Bee Injury trace. Laredo reports 40 and 30% curved butts in shipments No. 14 and 15 respectively.

Quality: El Paso reports 60 to 75% Good. Laredo reports 45 to 55% Good and 0 to 10% Poor. Grading El Paso 20 to 45% under desired grade, including 0 to 10% English cut, also 0 to 10% full. Laredo reports 45 to 50% under desired grade, including trace to 5% English cut, also trace to 5% full; Short Fingered trace; Openhanded 10 to 20%.

Complaints:- 2 (Laredo) Trucked -- 10 to 30 soft ripers.

GCD/EA

G. C. Dexter

c.c. Mr. C. A. Wright.

New Orleans, La., July 11th., 1940

Mr. J. N. Kelley:

A brief summary of the attached ripening characteristics report is as follows:

BLUEFIELDS:

Steamer ripeness continues to increase and very high 27.4 to 40.9%, and carrying quality in cars only fair for first and second morning deliveries, poor beyond this period. Quality about the same, with none good and 75 to 90% poor, account under grade, short fingered and openhanded fruit, also appearance showed slight increase inscarring, black bee injury and spotting. Weekly arrival list shows no arrival for week ending July 13th.

BARRIOS VARIETIES:

LINE INDEPENDENTS:

Shipments of approximately 7,500 to 10,000 stems carried with other Barrios and Guatemala varieties, first of this variety into the South for several months. Steamer ripeness a little high; carrying quality in cars fair, except naturally ventilated fruit poor. Appearance fairly good, but scarring a little too heavy. Quality about 50% Good, with chief defects under grade and short fingeredness.

WEST COAST PURCHASED:

Quality now about 45 to 60% good and grading showed a marked improvement, with steamer ripeness remaining about the same, although continuing a little above normal. Carrying quality in cars fair to poor for naturally ventilated cargoes and good to fair on refrigerated cargoes. Ten complaints received mostly account ripeness on unbilled cars and poor appearance. Mobile reported acid scars on this variety.

CHANGUINOLA:

Steamer ripeness about the same and still above normal, due apparently

is light, although carrying quality in cars is fair to poor in spite of heavy icing. The appearance generally poor, with many defects including heavy scarring, red rust, maturity stain, black bee injury and spotting, with the latter defect showing an increase.

CHIRIQUI:

First cargoes of this variety into the South since April. Steamer ripe about normal and carrying in cars fairly good at minimum temperatures and unbilled cars holding up very good for about three days. Quality shows decline over the April cargoes, with present quality only 25 to 45% good. Chief defects under grade and openhandedness, considering this together with poor appearance, account fairly heavy scarring, maturity stain, spotting and some cargoes with heavy acid injury. This variety generally is not good fruit.

FORTUNA:

Little change in this variety, which continues good, except some decrease in average weight of 9's. A slight increase in red rust and decided improvement in curved butts, which can now be considered normal. Carrying quality in cars of refrigerated cargoes good, unbilled fruit holding up good for four to five days. Carrying quality in cars of naturally ventilated cargoes fair to good, with unbilled cars holding up very good for two to three days, excepting Hvoslef-7, discharged Jacksonville July 1st., the unbilled fruit held up poorly. Thirty-nine complaints of slow ripening received and branches reporting loss of sales from this, notwithstanding the fact fruit has not been carried at low temperatures. In view of these complaints with the present good quality it would appear that any drop in grade at this time would undoubtedly slow the movement of this variety down considerably.

GUATEMALA VARIETIES:

EAST COAST:

This variety 70 to 85% good quality and of generally good appearance.

excepting some cargoes showing heavy acid scars. Steamer ripens slightly above normal, but more consistent and carrying quality in cars good to fair. Very noticeable reduction in complaints from trade over May shipments.

WEST COAST PRODUCED:

Quality continues to improve and now reported 70 to 100% Good, although slow ripening complaints continue. Our inspection shows openhandedness chief quality defect and scarring and acid scars chief defect in appearance. Several complaints from trade account scarring and bruising.

LIMON VARIETIES:

ATLANTIC:

No improvement in appearance, which is only fair to poor, account some scarring, spotting, (which is increasing) red rust and maturity stain. Grading continues to improve particularly in the English fruit.

SAN JUAN:

Like the Atlantic the appearance is not good, account an accumulation of the usual defects, however, the quality has shown a decided improvement and is now about 50% good. Finger length is good and openhandedness improved.

Carrying quality in cars refrigerated cargoes, good; naturally ventilated cargoes poor.

Both Atlantic and San Juan varieties carried on refrigerated steamers have shown considerable improvement with respect to steamer ripens and particularly in the interior deliveries, as compared with the naturally ventilated cargoes, which have not only shown higher percentages of ripe and turning at the sea-boards, but have carried very poorly in the cars, due chiefly to age and high pulp temperatures on steamer and when loaded in the cars.

EL HULE:

Weekly crossings at Laredo and El Paso of about 7 to 10 cars each, arriving in very good condition and with normal temperatures. No wind chilled or slow bleeding fruit reported during June and all cars equipped for stage icing

are having the racks elevated at the loading platforms in Mexico, which is a distinct advantage in handling under ice.

GENERAL:

Noticeable increase in spotting (anthracnose) during June in Bluefields, Changuinola, Chiriqui and Limon (Atlantic) varieties.

GCD/EA

G. C. Dexter

c.c. Mr. C. A. Wright.

Dr. Wilson Roponoe:-
For your information.

J.N.K.

August 2nd, 1940.

Mr. J. N. Kelley:-

Summary of Ripening Characteristics
of the various varieties into the East.

This covers all Eastern cargoes from July 1st to 31st,
inclusive.

CORTES-TELA:

Weekly arrivals into Boston, New York, Philadelphia and Baltimore, except for two weeks at Baltimore when they received two ships each week. Of the 21 cargoes at all ports, 12 were all Cortes, 6 were all Tela, balance mixed. Deliveries 55 on the Musa-Platano into New York, 54 on other ships, except the San Jose-11, Boston July 8th, which was carried at 53. Percent ripes 0.9-4.3, average 2.5, with the Chirripe-12, Baltimore July 15th, making 5.2%.

Grade 10-0% full, average 3%; 5-15% undergrade at Boston and New York, 20-35% undergrade at Philadelphia, (all cargoes at Philadelphia were all Tela, which seems to be lighter grade than Cortes) and 10-25% undergrade at Baltimore. Average weight of 9s, 88-82 lbs., lighter than last month. Last month about 30% of all cars loaded averaged over 100 lbs., whereas this month it was only about 18%.

Quality good, with 2-10% shortfingeredness. New York reports 1-5% extreme openhandedness and Baltimore still reports 6-10%.

Appearance good, with 3-10% medium scarring and bruising, average 7%, 0-5% heavy, about the same as last month. Fruit fresh and compact. Slight traces of leaf scar, maturity stain and sooty mold. Red rust, 1-3% medium at New York, slightly more noticeable. Acid injury, 1-2% medium at Boston and New York, negligible elsewhere.

The Musa-Platano continued to carry fruit in the aft

temporary wooden bins, with the outturns 14-15% ripe and turning in those bins.

Cars carried good, though not as green as in previous months at average brace temperatures of 58-65, mostly around 61-62. One exception was the Musa-13, New York July 26th, out of which cars began to turn quite rapidly the second day out of seaboard. It was extremely hot during discharge of this cargo, and 70-100° outside temperatures were recorded at all interior stations on 364 different examinations, made on the 142 cars loaded.

The number of cars loaded on the Musa-13, ties the Eastern Division record made by Baltimore, May 20th this year, when they loaded the same number of cars with the same variety.

Meloripe reported satisfactory ripening for uniformity, evenness and color, except on the San Jose-11, which cargo ripened slightly irregular, uneven and some 'off' color; they say this cargo did not have the usual bright color. Curious enough, however, cars out of this same steamer arrived at interior stations, with many turnings and a few ripes. Meloripe noticed also a slight increase in red rust.

Out of about 1800 cars loaded, (or about 68% of all cars loaded this month), we received eight complaints for ripe, turning, warm, soft, mashed and bruised", one for "stubborn ripening", and three for "thin, scarred and bruised".

SANTA MARTA:

Weekly arrivals into Philadelphia. Deliveries 53, but 54 on all ships since July 25th on account of declining ripes, grade and poor color. Percent ripes, 8.0-3.0.

Grade 0-3% full, 25-50% undergrade, still light.

Average weight of 9s, 68-70 lbs.

Quality fair to poor, due to 30-40% shortfingeredness and considerable openhandedness and raggedness.

Appearance fair to poor, with 23-30% medium scarring and bruising, 3-5% heavy; the Esparta-12 July 11th, was fair to good, with only 20% medium scarring and bruising, no heavy. Age is a decided factor, with 20-40% so affected, including 5% severe.

Stem end rot index 15.6-21.6, an increase.

Cars carried green at average brace temperatures of 60-63.

Out of about 85 cars loaded, of which about 50% were shipped to Canadian destinations, we received one complaint for "ripened dull color from top to bottom, badly scarred, openhanded"; one for "chilled" (messenger records do not indicate that it was chilled), seven for "stem end rot, badly scarred, poor quality, small, thin, openhanded, old and bruised".

GUAYAQUIL:

Weekly arrivals of Grace Line steamers into New York. Deliveries 52, but only the first steamer was raised to 55 the night before discharge this month. Percent ripes 20.3 to 11.5, average 19%, much higher than last month.

Grade 4-0% full, 27-40% undergrade, much lighter than last month. Average weight of 9s, 75-73 lbs., lighter.

Quality good to fair, with 5-3% shortfingeredness, except on the Santa Clara-5, July 16th, which showed 12%. Openhandedness 2-15% extreme, 40-80% medium.

Appearance poor to fair, due to 37-22% medium scarring and bruising, and 18-8% heavy, also to 25-30% age, 1-3% severe and 5-10% medium maturity stain, trace to 1% medium spotting, traces of latex stain, red rust and bee bite. Butt rot 5-10% heavy, and 25-55% medium, heavier than last month.

About 20 cars were loaded, the majority of which were sold in local territory. Fruit carried poorly in the few cars shipped outside, at average brace temperatures of 58-61. Five complaints were received for "badly scarred, dirty, old, some turning, marked", all on the Santa Teresa-1 July 3rd.

GUATEMALA:

Weekly arrivals into Boston, except July 15th, when a Chiriqui cargo was substituted, twice weekly into New York, except for the first week, when the Calamares-13 was diverted from New York to Baltimore; two arrivals into Baltimore, a total of 14 cargoes. All of the New York cargoes were mixed, half of which contained all three varieties, namely East Coast, West Coast Produced and West Coast Purchased. Of the four Boston cargoes, two were East Coast, balance mixed. Of the two Baltimore cargoes, one was West Coast Produced and Purchased, the other West Coast Purchased and Barrios Line Independent. Deliveries the first half of this month were 52 when the majority was East Coast or West Coast Purchased; 53 if the majority was West Coast Produced; 52 till 55, then 53, if half West Coast Produced and the other half either East Coast or West Coast Purchased. The second half of the month the above deliveries were raised one degree on the mail ships into New York.

EAST COAST:

Percent ripe 2.6-9.1, slightly higher average than last month. Grade 0-12% full, average about 7%, with 5-20% undergrade,

average about 10%, quite uniform. Average weight of 9s, 76-81 lbs., much more consistent. Quality good, with only 0-5% shortfingeredness and 1-5% extreme openhandedness. Appearance good, with 3-15% medium scarring and bruising, 2-5% heavy. Fruit not as fresh as last month, also dull color noted in various cargoes, with 10-15% showing age in each cargo. Traces of maturity stain, red rust, sooty mold and leaf scar. Acid injury 3-5% medium to heavy during the first two weeks, higher than in many months, but only 1-2% medium towards the latter part of the month. Meloripe reported fair to poor for uniformity, evenness and color, and that the Tivives-6 cargo July 9th, ripened very irregularly, uneven and severe 'off' color. The Meloripe recently stated that the East Coast variety is giving poorer results than any of the other Guatemala varieties.

On the Abangarez-9, there were 375 stems on the temporary aft deck, which made about 30% ripe and turning; all unloaded into local trucks.

W. C. PRODUCED:

Percent ripens 1.3-4.3, average 1.5, with the Calamares-14, New York July 18th, making 7.0%. Grade 0-6% full, with 12-30% undergrade, average about 20%, lighter than last month. The average weight of 9s, 79-71 lbs., lighter. Quality good, with practically no shortfingeredness, although 5-10% extreme openhandedness, and 40-70% medium. Appearance very good, with 4-10% medium scarring and bruising, and 1-5% heavy. Fruit fresh, except on the Calamares-13, Baltimore July 5th, on which cargo there was much dried out and dull color of the peel. Traces of leaf scar, maturity stain, with thrips injury quite prevalent throughout the month, although no severe. Acid injury

2.3-2.6% medium to heavy at Boston, and traces to 2% medium at other ports. Meloripe reported good ripening for uniformity, evenness and color - very satisfactory.

W. C. PURCHASED:

Increased amounts of this variety (11,000-17,000) in 9 different cargoes. Percent ripens 1.2-21.5, average about 12.0%, extremely variable. Grade 0-5% full, 30-40% undergrade, consistently light. Average weight of 9s, 70-59 lbs. Quality fair to poor, due to 20-35% shortfingeredness, including 10-15% extreme, and 3-5% extreme openhandedness, 10-45% medium. On the Esparta-13, Baltimore July 25th, 50% was stunted. Appearance good, with 13-5% medium scarring and bruising, 5-1% heavy, a further improvement. Fruit showing age amounted to 5-20%; the Calamares-13 cargo was all tree stale and poor color; even the light scarring on this cargo was intensified due to this dried out condition. There were traces of leaf scar, maturity stain, latex stain and caterpillar scab. On the Esparta-13, there was 10% severe thrips injury. Meloripe reported good to fair ripening for uniformity and evenness, but color fair to poor, with some fruit inclined to be soft and rubbery on cargoes discharged towards the end of June, and reports on which were not available for last month's summary. On their only cargo of West Coast Purchased this month, the Meloripe reported satisfactory ripening for uniformity, evenness and color.

BARRIOS LINE INDEPENDENT:

The Esparta-13 had approximately 9,000 stems of this variety, the first of its kind in the East in a long time. Percent ripens 17.6. Grade 0% full, 40% undergrade, very light. Average weight of 9s, 59 lbs., mixed with West Coast Purchased. Quality fair to poor, due to 30% shortfingeredness, 15% openhandedness and

and 50% stunted. Appearance fair, with 15% medium scarring and bruising, 5% heavy. The fruit was noticeably wilted, and had a dull peel color. Thrips injury was 5% severe.

The cars, the majority of which were East Coast or West Coast Produced, carried mostly green at average brace temperatures of 56-63, average 59.

Out of approximately 715 cars loaded, of which 35% went to Canadian destinations, we received 11 complaints (4 W. C. Purchased and 7 W. C. Produced) for "scarred, unclean, dirty, green, shortfingered, ripened black, bruised, spotted, ripened up 'poor' and dull color; 1 complaint for "evidence of chill on ship"; 7 complaints (W.C. Purchased) for "small, thin, poor;" 8 complaints, mostly West Coast, for "colored, soft, unclean, poor, part ripe, turning, ripened uneven."

CHIRIQUI:

One arrival into Boston July 15th, split with Charleston on the 11th. Carried at 52 delivery to Charleston (8½ days), and 53 from there to Boston (2½ days). Percent ripens, 3.1, quite green for such a long voyage. This was the first Chiriqui into the East since January 16th, 1939.

Grade 0% full, and 35% undergrade, rather light. Average weight of 9s, 77 lbs.

Quality only fair, due to much openhandedness and 5% shortfingeredness. Bunches long in size, but brittle, resulting in many broken stems.

Appearance fair, with 10% medium scarring and bruising and 5% heavy. Color somewhat dull, but acid injury only normal, despite advice from Tropics that the washing solution had been improperly mixed just prior to the cutting of this cargo and that some

acid burn might be expected. 2-3% heavy spot.

Cars carried only fair at average brace temperatures of 61; some cars to 4th and 5th morning destinations into the Canadian Maritime Provinces, were all turning, with some ripe at final destinations. Heavier icing could have been resorted to.

Meloripe reported fair ripening for uniformity and evenness, but poor for color. Ripening was fair, but badly 'off' color. There was about 20% severe stem end rot and 2% heavy spotting.

Out of the 40 cars loaded, of which 23 went into Canada, we received five complaints, all Maritime cars, for "40 - all turning".

R. B. TENNESBURY

New Orleans, La., August 8th., 1940

Mr. J. N. Kelley:

This is the 53rd summary of the ripening characteristics of the various varieties into the South for period week ending July 13th., to August 3rd.

BLUEFIELDS:

Regular fortnightly shipments of approximately 18,000 to 22,000 stems into New Orleans only, carried on S/S Gansfjord. Percent ripe and turning 40.3 to 44.5% - a continued increase. Wilted 90 to 96%.

Appearance: Poor, with 20 to 25% scarred, including 5% severe; Black Bee Injury 15 to 20%; Spotting 15 to 20%. Our inspection: Scarring 4 to 10% medium, 2 to 3% heavy - a slight continued increase; Black Bee Injury index 9.0 to 10.8 - a slight decrease; Spotting index 10.8 to 12.0; Red Rust index 7.3 to 9.3; Maturity Stain index 6.8 to 8.3 - both increased; Leaf Scar negligible.

Quality: 90 to 95% Poor - none good. Grading 100% under desired grade, including 60 to 75% English cut and 20 to 30% thin; Short Fingered 90%, including 15% severe; Openhanded 65 to 70%, including 10% severe. Our inspection: Grading 96 to 99% under desired grade, including 56 to 70% English cut and 8 to 12% thin - very little change; Short Fingered 44 to 46% slight, 10 to 12% extreme; Openhanded 44 to 47% slight, 20 to 21% medium and 3% extreme. Average weight of 9's 50.4.

Carrying quality in cars poor. This variety as usual confined to short distance points.

Complaints:- 1 - Poor.

BARRIOS WEST COAST PURCHASED:

One refrigerated shipment into Charleston carried with East Coast Guatemala. Percent ripe and turning 14.1% - an increase. One naturally ventilated solid cargo (Hvoslef-8) and one shipment carried with East Coast Guatemala into Jacksonville. Percent ripe and turning 30.4 to 31.5%. The condition of the Hvoslef-8, loaded 100%, with 21,369 stems was reported at discharge as follows: Ripes from

wilted and heated fruit. 75% of all ripe fruit showed indication of heated conditions. Heated fruit scattered all decks, all hatches. A high percentage of heated fruit from the Upper and Lower Tween Decks, Hatches #2 and #3. Pulp temperature in this area 84 to 86 degrees. Generally throughout all decks pulp temperature ranged from 82 to 84 degrees. 800 stems were classed as worthless stalks and destroyed because of their abnormal softness. Steamer ripe heavy and about double of June cargoes. Charleston refrigerated steamer instructed by New York office.

Appearance: Poor to Good, with scarring 20 to 40%, including 0 to 15% severe.

Quality: 30 to 60% Good, 10 to 20% Poor. Grading 40 to 45% under desired grade, including 0 to 10% English cut; Short Fingered 10 to 30%, including 0 to 10% severe; Openhanded 0 to 15%. Average weight of 9's 63.9 to 66.3.

Carrying quality in cars, refrigerated shipments good, naturally ventilated shipments fair to poor, with the Hvoslef-8 cargo "blowing up" en-route to Atlanta, notwithstanding cars were iced a total of four tons.

Complaints:- (Hvoslef-8) 1 - arrived all ripe and turning, no ice, 6 - all ripe and turning, some with mashed fruit, (Harboe Jensen-14) 2 - arrived all ripe and turning and 1 - (unbilled) turning and mashed.

CHANGUINOLA:

Fortnightly shipments consisting of approximately 2,000 to 2,200 stems, carried on refrigerated steamers with Fortuna varieties into New Orleans only. Percent ripe and turning 10.6 to 13.0% - wilted 78 to 90%. Temperature instructions to steamers, 52 delivery until completion of loading at second port, then raise deliveries to 53.

Appearance: Poor, with 25 to 30% scarred, including 5% severe; Spotting 10%; Red Stain 40 to 45%. Our Inspection: Scarring 16% medium, 4 to 9% heavy - a continued slight increase; Spotting index 6.0 to 6.5 - a decrease; Black Bee Injury index 3.0 to 5.8 - a decrease; Red Rust index 21.8 to 24.0; Maturity Stain index 9.0 to 20.3 - an increase.

Quality: 30 to 40% Good, 10 to 15% Poor. Grading 60 to 65% under desired grade, including 5 to 10% English cut; Openhanded 20%. Our Inspection: Grading 59 to 69% under desired grade, including 4 to 10% English cut - a slight decrease in the percentage of English fruit; Short Fingered 9 to 14% slight; Openhanded 47 to 54% slight, 19 to 21% medium and 1 to 3% extreme - a continued slight increase. Average weight of 9's 76.5 to 78.7 - a continued decrease.

Carrying quality in cars fair to poor.

Complaints:- 1 - one-half turning.

GHIRIQUI:

Four refrigerated cargoes into Mobile, three into New Orleans and one split cargo into Charleston. Percent ripe and turning 1.5 to 3.8% - a decrease, which includes two cargoes held over for three days before discharge. Temperature instructions to steamers, reduce deliveries to 53 and maintain. Charleston steamers instructed by New York office.

Appearance: Poor to Good, mostly fair, with 20 to 50% scarred, including 5% severe. Charleston reports 30% scarred, 0% severe; Spotting 0 to 20%; Red Stain 10 to 60%. New Orleans reports 20 to 25% of general and severe scarring due to acid burns. Our Inspection: (New Orleans cargoes and one Mobile cargo only, as Arnoult was on vacation) Scarring 7 to 12% medium and 5 to 7% heavy - a continued slight increase; Maturity Stain index 20.3 to 23.0 - an increase; Spotting index 3.8 to 13.3; Acid Injury 11 to 16% slight, 0 to 2% medium and 0 to 1% heavy - a slight improvement; Leaf Scar negligible.

Quality: 20 to 30% Good and 10 to 30% Poor - a continued decline, except Charleston who shows 60% Good and 5% Poor. Grading 60 to 75% under desired grade, including 5 to 20% English cut, excepting Charleston reports only 40% under desired grade; Short Fingered 0 to 20%; Openhanded 40 to 70%, including 5% severe. Our Inspection: Grading 70 to 88% under desired grade, including 7 to 25% English cut and trace thin; Short Fingered 15 to 33% - an increase; Openhanded 46 to 55% slight, 12 to 38% medium, 4 to 6% extreme. Average weight of 9's 77.9 to 80.0 - a decrease.

Bunches are very openhanded, stalks limber, making stowage in cars very difficult and interior messengers report some badly bent and falling over.

Carrying quality in cars good, including Canadian deliveries. Unbilled fruit good for about three days. Hold over cargoes good to fair, unbilled fruit good for about two days.

Complaints:- 2 - Cold - chilled, especially bottom hands (unbilled Meridian 118 hours, 35 minutes), 1 - fruit cold - chilled through top and bottom (unbilled Fulton 34 hours, 15 minutes), 6 - bottom hands badly chilled (unbilled 3 cars Meridian, 3 cars Fulton), 1 - bottom three or four hands chilled (unbilled Fulton - Chicago), 1 - badly scarred and small fingered, 1 - openhanded, terribly scarred, full of rust and stem-end rot, half the fruit sold to peddlers, 1 - openhanded and long stems, some of butts one foot below the bottom hand. Kansas City branch general complaint account bottom hands cut off, but no trimming of stalks.

FORTUNA:

Two refrigerated cargoes into New Orleans weekly and two refrigerated cargoes into Galveston. Percent ripe and turning 0.8 to 3.7%, also three naturally ventilated cargoes into Galveston and two into Jacksonville. Percent ripe and turning 1.9 to 8.6%. Temperature instructions to steamers 54 minimum delivery throughout voyage.

Appearance: Fair to Good, mostly Good - scarring 15 to 30%, including 0 to 5% severe, excepting Jacksonville reports only 5% scarred; Red Stain 5 to 25%; Leaf Scar 0 to 5%. New Orleans reported two cargoes with 20% of general and severe scarring due to acid injury. Our Inspection: Scarring 3 to 14% medium, 0 to 7% heavy; Red Rust index 24.8 to 43.8 - a continued increase; Maturity Stain index negligible to 5.3; Sooty Mold index negligible to 3.8; Leaf Scar 6 to 26% slight, 0 to 4% medium, 0 to 1% heavy; Spotting negligible; Black Bee Injury negligible.

Quality: 45 to 85% Good - grading 10 to 50% under desired grade, also 0 to 5% full; Short Fingered 0 to 20%; Openhanded 0 to 20%. Our Inspection 17 to 70% under desired grade, including 0 to 6% English cut, also 0 to 6

decrease; Short Fingered negligible to 20% slight; Openhanded 36 to 52% slight, 3 to 19% medium and 0 to 1% extreme - an increase. Average weight of 9's 81.3 to 86.3.

Carrying quality in cars, refrigerated cargoes good, with the exception of recent cargoes good to fair and the Tolos-15 (Monday unloading at New Orleans) July 22nd. fair to poor, although grading only about 50% full 3/4. Naturally ventilated cargoes good to fair, with recent cargoes showing increased turnings, with as many as 50 turning on second day deliveries. This variety, although showing decline in grade, is more tender carrying, particularly on naturally ventilated cargoes and one Monday unloading at New Orleans. There appears to be no apparent reason for this, unless it is affected by adverse growing conditions in the tropics.

Complaints:- (Tolos-15) 6 - arrived 100 to all turning, market was over loaded with ripefruit, 1 - arrived 75% ripe and turning - warm - little ice - soft, 1 - arrived turning, 1 - arrived 50 turning, 1 - old and stale (truck). Others:- 1 - some turning, inferior fruit, 2 - many turning, quite a few ripe, 1 - truck cooked, 1 - considerable damage to bottom hands, ends of fingers pinched off many hands mashed, 3 - cold bottom hands, slight discoloration, 3 - badly chilled - scarred - ripened uneven and with bad color, 4 - badly scarred - uneven ripening, excessive shrinkage, 1 - very badly scarred, poor quality, 1 - badly scarred, poor quality, 1 - badly scarred, bottom hands damaged.

GUATEMALA EAST COAST:

Three split refrigerated shipments into Charleston, one of which was carried with Barrios West Coast Purchased variety. Percent ripe and turning 9.5 to 3.5% and one naturally ventilated shipment into Jacksonville, carried with Barrios West Coast Purchased. Percent ripe and turning 7.5%. Steamers instructed by New York office.

Appearance: Good, with 10 to 20% scarred.

Quality: Charleston reports 80 to 85% Good, Jacksonville reports 35% Good, 15% Poor. Grading Charleston reports 15% under desired grade and 0 to 5% full, Jacksonville reports 45% under desired grade, including 5% 3/4, also 10% short fingered,

including 5% severe, Charleston reports no short fingered fruit; Openhended, Charleston 0 to 10%, Jacksonville 20%, including 5% severe. Average weight of 9's - Charleston cargoes 80.6 to 82.8 - Jacksonville 66.2.

Carrying quality in cars, refrigerated cargoes good, with unbilled fruit holding up good for about four to five days; Jacksonville naturally ventilated cargo fair to poor.

Complaints:- (Harboe Jensen-14, Jacksonville) 1 - small, inferior fruit badly scarred, showing decay and stem rot, 1 - (mixed Berrios) turning and mashed, 3 - bottom hends all chilled (unbilled Jacksonville and Atlanta)

LIMON VARIETIES:

ATLANTIC:

Weekly arrivals into New Orleans only, with one solid cargo, others carried with either San Juan or Turrialba or both. All refrigerated steamers. Percent ripe and turning 7.4 to 8.6% - a slight increase. Temperature instructions to steamers, reduce deliveries to 52 until returns reach 55 then raise deliveries to 53.

Appearance: Poor - with 25% scarred, including 5% severe; Spotting 30 to 35%, including 5% severe; Red Stain 15 to 30%, including 0 to 5% severe. Our Inspection: Scarring 3 to 8% medium, 1 to 4% heavy; Spotting index 20.0 to 40.8 - a continued increase; Black Bee Injury index 2.0 to 6.3; Red Rust index 7.3 to 11.8; Maturity Stain 19.0 to 26.3 - a considerable increase, and test bunches medium and severely affected ripened at New Orleans were of dull yellow color and red discoloration turned dark brown and almost black when ripe, resembling heavy friction scars; Leaf Scar; Speckling; Mottling negligible.

Quality: 40% Good, 10% Poor. Grading 50 to 55% under desired grade, including 0 to 5% English cut; Short Fingered 20 to 25%; Openhended 25 to 30%. Our Inspection: Grading 48 to 58% under desired grade, including 2 to 6% English cut, also 0 to 1% full; Short Fingered 21 to 26% slight - a slight improvement; Openhended 44 to 51% slight, 12 to 19% medium and 0 to 2% extreme - a slight increase. Average weight of 9's 67.7 to 68.8 (weighed with San Juan).

Carrying quality in cars good, unbilled fruit holding up very good for about two to three days.

Complaints:- (mixed Turrialba) 1- more or less to excessively scarred, 1 - very small fingered, immature and badly scarred

SAN JUAN:

Three refrigerated shipments into New Orleans carried with Atlantic. Percent ripe and turning 15.8 to 19.7% - a slight decrease. Temperature instructions to steamers, same as for Atlantic variety.

Appearance: Poor, with 35 to 40% scarred, including 5% severe; Spotting 20 to 30%, including 0 to trace severe; Red Stain 30 to 35%. Our Inspection: Scarring 2 to 5% medium, 1 to 2% heavy; Spotting index 13.3 to 18.3 - an increase; Black Bee Injury index 2.0 to 4.5; Red Rust index 6.8 to 12.5; Maturity Stain index 21.3 to 30.3 - a very decided continued increase; Mottling index negligible to 7.8; Leaf Scar negligible.

Quality: 30 to 40% Good, 10 to 20% Poor - a rather sharp decline. Grading 55 to 70% under desired grade, including 5 to 15% English cut; Openhanded 30 to 35%, including 5% severe. Our Inspection: Grading 55 to 70% under desired grade, including 3 to 13% English cut, with recent cargoes showing a decided increase in percentage of English grade; Short Fingered 5 to 8% slight; Openhanded 49 to 54% slight, 11 to 30% medium and 0 to 2% extreme - an increase. Average weight of 9's 67.7 to 68.3 (weighed with Atlantic).

Carrying quality in cars fair to poor.

Complaints:- 1 - Rusty color on ripening, streak between fingers very heavy at top fingers.

TURRIALBA:

One shipment of 825 bunches only ex S/S San Mateo-12, July 9th. Percent ripe and turning 6.4%.

Appearance: Fair, scarring 30%, including 5% severe; Spotting 5%. Our Inspection: Scarring 4% medium and 2% heavy; Mottled index 18.0; Spotting index 10.0;

Leaf Scer; Black Bee Injury; Red Rust; Maturity Stain; negligible. Quality 15% Good, 25% Poor, 80% under desired grade, including 25% English cut; 20% Short Fingered. Our Inspection: 89% under desired grade, including 31% English cut and 2% thin; Short Fingered 23%; Openhanded 20%.

QUEPES:

One refrigerated cargo into Mobile only, discharged July 8th., ex S/S Arugal-11, the first received since March. Percent ripe and turning 4.0. Temperature instructions to steamer 53 minimum delivery throughout.

Appearance: Poor, with 25% scarred, including 5% severe; Red Stain 15%; Speckling 20%. Our Inspection: Scarring 13% medium 5% heavy; Spotting index 4.3 - an increase; Maturity Stain index 16.3 - an increase; RedRust index 6.8 - an increase; Speckling and Blotch index 18.3 - an increase.

Quality: 25% Good, 35% Poor - a decline. Grading 75% under desired grade, including 25% English cut; Short Fingered 25% including 5% severe; Openhanded 60%, including 10% severe. Our Inspection: 74% under desired grade, including 16% English cut; Short Fingered 29% slight; Openhanded 47% slight, 20% medium and 9% extreme - an increase. Average weight of 9's 66.9.

Carrying quality in cars good, unbilled fruit held up good for three to four days. However the S/S Tels, which arrived Mobile July 31st. and held over for discharge August 5th., carried very poorly in the cars, in fact some of them "blew up".

EL HULE: (All rail shipments crossing at Laredo and El Paso)

LAREDO:

Weekly arrivals consisting of 7 to 14 cars. Condition on arrival at Nuevo Laredo (actual count from doorway inspection) 18 cars green and 27 cars from 2 to 20 turning. Cars have been arriving at the border points with very good temperatures and the messenger handling apparently satisfactory. Stowage generally good, except few cars a little heavy and top tiers too high and too near braces. Bracing uniform and fairly good.

EL PASO:

One shipment only, consisting of 8 cars. Condition on arrival at Juarez

(actual count from doorway inspection) total shipment from 1 turning to 10 ripe and turning. Inside temperatures and messenger handling satisfactory. Stowage fair, braces standard.

Appearance: Fair, with 10 to 20% scarred, including 0 to 5% severe; Spotting 0 to 10%; Black Bee Injury trace.

Quality: Laredo 45 to 50% Good, 10% Poor; El Paso 60% Good. Grading Laredo 45 to 50% under desired grade, including 5% English cut, also 5% full; El Paso 30% under desired grade, including 5% English cut; Short Fingered trace to 5%; Open-handed 15 to 20%, including 0 to 5% severe.

Complaints:- (Laredo) 1 - 8 bunches dead ripe, left in car, 32 bunches ripe in bad condition, 60 turning -- purchased as green fruit (unloaded at Laredo), 1 - (Kansas City) arrived 50 bunches worthless shakers, all end bunches near bunker slightly chilled, (El Paso) 1 - 23 stems short.

G. C. Dexter

c.c. Mr. C. A. Wright.

New Orleans, La., August 8th., 1940

Mr. J. N. Kelley:

A brief summary of the attached ripening characteristics report is as follows:

BIUFIELDS:

Fortnightly cargoes into New Orleans only, carried on S/S Gansfjord. Steamer ripes increased and very high and carrying quality in cars poor. Quality continues 90 to 95% poor - none good. Appearance generally poor. Major defects under grade, short fingeredness, openhandedness, black bee injury, spotting, red rust and maturity stain.

BARRIOS WEST COAST PURCHASED:

Very little of this variety unloaded at Southern ports during the past month, however, in the shipments handled, steamer ripes increased about double and were excessively high. The Hvoslef-8, loaded 100% capacity unloaded at Jacksonville in a very poor and heated condition and cargo "blew up" en-route to Atlanta, although heavily iced in cars. There seems to be very little change in quality, which is about 50% good.

CHANGUINOLA:

Steamer ripes continue above normal. Appearance poor, account heavy scarring, red rust, maturity stain and some spotting and black bee injury. Quality declined, with only 30 to 40% good. Chief defects under grade and openhandedness. Carrying quality in cars poor.

CHIRIQUI:

Steamer ripes normal; appearance generally fair, with rather high percentage of severe and medium scarring and maturity stain. Quality showed a continued decline, with only 20 to 30% good and 10 to 30% poor, due chiefly to under-grade and openhandedness. Bunches are long, of small diameter, openhanded and very limber, making car stowage very difficult and interior messengers report some badly

bent and falling over in the cars. Carrying quality in cars good, including Canadian deliveries. Hold over cargoes (steamers held three days for unloading) good to fair. Several complaints for cold and chilled bottom hands on the unbilled cars.

FORTUNA:

This variety continues to decline in quality, with decrease in grade, with some recent cargoes as much as 70% under desired grade (mostly light full 3/4 grade) and the percentage of short fingered bunches increasing. Refrigerated steamer ripes are normal, but naturally ventilated cargoes mostly sub normal. Carrying quality is good for the former, except one Monday unloading at New Orleans, some cars carried poorly, others green. Naturally ventilated cargoes are now a little more tender carrying in cars. With the current light grade, this variety should carry green, unless this is the result of adverse weather conditions, or some fruit is being shipped from farms not given the usual spray treatment. We believe however, it needs careful watching.

GUATEMALA (EAST COAST):

Three split cargoes into Charleston and one naturally ventilated shipment into Jacksonville, showed the Charleston fruit much superior in quality and average weights. Carrying quality in cars good for refrigerated cargoes and fair to poor on naturally ventilated cargoes.

LIMON VARIETIES:

ATLANTIC:

Steamer ripes increased and slightly above normal. Appearance generally poor, with a continued increase in spotting and considerable increase in maturity stain and test bunches medium and heavily affected ripened at New Orleans were of dull color and red discoloration turned dark brown and almost black when ripe, resembling heavy friction scars. Quality continues the same, with about 40% good, 10% poor. Carrying quality in cars good, with unbilled fruit holding up very good for two to three days.

SAN JUAN:

Steamer ripes decreased slightly, but still excessive. Like the

Atlantic variety spotting and maturity stain increased and the appearance is generally poor. Quality showed a sharp decline, due chiefly to increase in the English cut fruit. Carrying quality in cars poor.

QUEPOS:

One refrigerated cargo only, unloaded at Mobile on July 8th., (first since Merch) in good condition, but of poor appearance account heavy scarring also some spotting, maturity stain, red rust and speckling and blotch; also of generally poor quality, with only 25% good, being considerably under grade, short fingered and very openhanded. Carrying quality in cars good, however, the cargo ex S/S Tela, arriving Mobile July 31st. and unloading August 5th., carried poorly, in fact some cars "blew up".

EL HULE:

Weekly crossings at Laredo consisting of 7 to 14 cars, but only one at El Paso consisting of 8 cars. There seems to be very little change in this variety and cars seem to be arriving at the border with satisfactory temperatures and satisfactory condition.

GCD/EA

G. C. Dexter

c.c. Mr. C. A. Wright

Antigua, 17 August 1940

Mr J N Kelley,
Pier 3 North River, New York City.

Dear Jack:

Helen sails on the Calamares August 23rd, due at New York August 28th, to take the children back to school. I don't like to bother you, but she will have her hands pretty full with all those kids raring to go, and if you could have Gene Sawyer or someone else help her through the customs, as you did last time, it would be greatly appreciated.

I am just about finishing up reorganization of the Cinchona project for Merck and Co. and hope to get back to more strictly Fruit Company business by the latter part of next month. The Cinchona job has been very interesting and just the sort of thing I enjoy, as it is an intensive horticultural proposition. And I feel sure it can succeed here. In the last few weeks the problem of rubber production has come up in Central America, a commission from Washington including our old colleague Ted Grant having come down to study the possibilities here. I am trying to assist them in locating promising areas. As you know, rubber and quinine are the two products which, added to abacá, the U S govt is anxious to get established in tropical America. We are trying to do our share in assisting.

I have been up and down the Guatemala West coast pretty steadily during the past three months and in the past few weeks have been amazed at the progress made by Sigatoka in the smaller farms along the foothills which up to now have not been badly hit. Many of them are practically burned up and I fear production will suffer

Best regards always,
Sincerely yours

New York, August 27, 1940

Dr. Wilson Popenoe
Antigua

Dear Wilson:

I have received your letter of August 17 and am glad to know that Helen will be in New York on the S.S. Calamares, sailing August 23, due in New York August 28. We will be on the lookout for her and do all we can to expedite matters for her.

I was very much interested in what you had to say about the Cinchona project and the interest in rubber and abaca, of course, we have been following very closely and only recently participated in examination of many test bales of abaca sent up from Panama. I suppose that every expert in the country was present.

I got the impression that generally the fiber was very well thought of and so far as the strength and quality was concerned, it was already acceptable - it was merely a question of price.

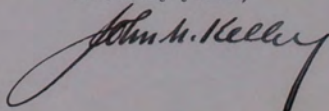
I understand that Dunlap has just arrived from the States and I hope that you will have an opportunity to see him before he goes back.

Professor Knudson dropped in the office yesterday after having spent a month in Puerto Rico.

I am sorry that you are not coming up too, but we hope you will be figuring on coming for at least a short stay a little later on.

With best regards, I am,

Sincerely yours,



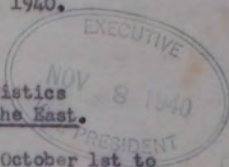
Dr. Wilson Poponoe:-
For your information.

J.N.K.

November 4th, 1940.

Mr. J. N. Kelley:-

Summary of Ripening Characteristics
of the various varieties into the East.



This covers all Eastern cargoes from October 1st to

November 1st, inclusive.

CORTES-TELA:

Weekly arrivals into Boston, New York, Philadelphia and Baltimore. Of the 18 cargoes at all ports, 9 were all Cortes, including all 4 Baltimore cargoes, 3 were all Tela, all in Philadelphia, balance were Cortes-Tela, except the Darien-16, Boston, October 31st, a split Cortes-Tela and Guatemala. Deliveries 55 on the Argual into Boston, and on all New York and Philadelphia cargoes, except the Musa-20, New York, November 1st, which was carried at 56; 54 on all other ships. Percent ripe 0.3-1.4 at New York and Philadelphia, average 0.9; 1.1-2.9 at Boston and Baltimore, average 1.9. Despite "doubtful carrying quality" advice on account of floods about the middle of the month, there was no increase in ripe percentages.

On cargoes containing all Cortes or Cortes-Tela, the grade was 0-5% full, mostly 0%, with 10-30% undergrade. The Tela cargoes were consistently lighter, with 0% full and 10-30% undergrade. Like last month, even though the Tela grade was lighter, the average weights of 9s continued to be more consistent than in the Cortes variety, with Tela averaging 81-83 lbs, and the Cortes or mixed averaging 74-82 lbs. There still are a few cars being loaded averaging over 100 lbs., but mostly in the Cortes variety.

Quality good, with 0-5% shortfingeredness and 0-10% openhandedness.

Appearance good and fresh in all except the Chirripo-18,

Baltimore, October 14th, in which quite a bit was wilted and 'off' color; peel color was slightly dull, probably due to being wet when loaded. Scarring and bruising amounted to 5-12% medium, 0-5% heavy on all cargoes. Red rust, the main scarring factor and quite prevalent early in the month, (2-10% heavy, 7-15% medium), seems to have shown a decline the past two weeks at all seaboard (5-2% heavy, 10-1% medium), on the Cortes and mixed cargoes. Philadelphia, on the all Tela cargoes, showed only slight traces of red rust. Acid injury amounted to 1.3-2% medium to heavy at Boston, trace to slight elsewhere, except on the Chirripe-18, which showed 2% severe. There were also traces of leaf scar, maturity stain and sooty mold. On the Musa-19, New York, October 18th, some mottled fruit was noticed.

Cars again carried green at average brace temperatures of 57-61, majority 59-60.

Meloripe reported good ripening for uniformity, evenness and color on three cargoes, but only good to fair on the Carrillo-11, September 26th and the Darien-15, October 10th. On the latter cargo, they reported some rooms ripening fast, while others ripened slowly and irregularly. On the Tivives-11, October 17th, Meloripe noticed considerable old peel splitting between the fingers, but no fresh splits were noted while packing. However, of four hands which were kept under observation until they reached color 6 and 7, two showed severe splitting.

Weekly shipments of about 50 tree bagged and 50 unbagged stems were made each week on the Musa-Platano, except on the Platano-19, October 11th. Detailed inspections and reports have been made on these lots, indicating a decided improvement in red rust on the bagged stems, but also a noticeable increase in peel-splitting

on ripening.

Out of about 1200 cars loaded (about 60% of all cars loaded this month), we received only three complaints for "partly ripe, turning, badly bruised and mashed" and six for "small, thin, shortfingered, hard to ripen or uneven ripening"; and one for "badly scarred and much red rust".

SANTA MARTA:

Weekly arrivals into Philadelphia. Deliveries 53. Of the five cargoes this month, the Sevilla fruit came into Philadelphia only on the first three; all the Sevilla on the last two ships was consigned to Charleston.

The following figures are given for the regular Santa Marta fruit. Percent ripen 11.7-7.4, higher than last month. Grade 0% full, 45-20% undergrade, becoming heavier the latter part of the month. Average weight of 9s, 65-67 lbs., lighter. Quality good in the larger classes, but only fair in the others due to 35-60% short-fingeredness and considerable openhandedness (25-15%) and raggedness. The majority of the cars loaded were marked 'off' by the Inspection Department. Appearance good to fair, with 15-23% medium scarring and bruising, and 0-2% heavy. 10-20% speckling and some stems with split fingers were reported on the Zacapa-18, October 24th and Carrillo-13, October 31st. Fruit showing age amounted to 25-60%, though only 10% of the Carrillo-13 was so affected. Stem end rot index 15.0-27.8, average 24.0, slightly higher than last month.

SEVILLA:

Percent ripen 22.9-10.8, much higher than in the Santa Marta variety, but declining from last month. Grade also heavier than the Santa Marta, but less full than last month, with 0-2% full and 25-15% undergrade. Average weight of 9s, 70-66 lbs.

lighter than last month. Quality good in the 9s, but only fair in the smaller classes, due to 30-60% shortfingeredness and 10-15% openhandedness. There was also some raggedness noted. Nearly all of the cars loaded were marked 'off' by the Inspection Department. Appearance fair to good, with 30-25% medium scarring and bruising and 5-0% heavy, except on the Heredia-10, October 12th, which had a very poor appearance due to 45% medium and 5% heavy scar, a "dead" lifeless appearance of the peel, and 75% age. Fruit showing age amounted to 40-20% on the other two cargoes. Acid injury was only slight to trace. Stem end rot index 33.1-21.3, average 28.7, heavier than the Santa Marta.

On the Heredia-10 there were 600 stems of tree bagged experimental fruit for our inspection. The appearance was much better than the regular Sevilla fruit, showing only 25% medium scarring and bruising, and 0% heavy. Fruit much fresher, only 10% showing age. Quality was similar, though grade was lighter and 16% of the stems had 1-6 split fingers and torn hands. When fruit started to 'break' in the ripening rooms it came along rapidly. Stem end rot slightly lighter. On the subsequent ships, the experimental fruit consisted of 50 tree bagged and 50 unbagged for the purposes of comparison. Separate detailed inspections and reports have been made on these stems.

Meloripe at Boston received 8 cars out of the Cartago-7; they reported stubborn ripening and slightly 'off' color, despite gassing this fruit.

Cars loaded with Santa Marta carried mostly green at average brace temperatures of 58-59. The "Sevilla" cars loaded, however, showed some turnings, though not as many as last month.

Out of about 140 cars loaded, of which 28 were Sevilla, we received thirteen complaints on the Santa Marta and five on the

Sevilla for "small, thin, shortfingered, openhanded, badly affected by stem end rot, broken bottom hands, bruised, badly scarred, spotted, and dirty, much undersized, many weak stems and some discoloration," accompanied by the comment on some that "there is hardly any difference between Santa Marta and Sevilla".

GUAYAQUIL:

Weekly arrivals of Grace Line steamers into New York, except on October 29th, when the Esparta-16 substituted for the SS Nightingale, which is not as yet equipped to carry bananas; altogether four ships. Deliveries 52.

<u>Date</u>	<u>Ship</u>	<u>Percent Ripes</u>	<u>Age</u>
10/8	- S. Clara-7	<u>60.4</u>	75%
10/15	- S. Ana-4	10.8	15%
10/22	- S. Lucia-7	15.3	35%
10/29	- Esparta-16	<u>66.0</u>	50%

Condition extremely variable, dependent greatly on the amount of age.

Grade 3-5% full, 27-20% undergrade, heavier than last month. Average weight of 9s, 75-77 lbs., heavier. Grade little too heavy to carry on such a poor ship as the Esparta, which took 12 days to make the run.

Quality good, with no shortfingeredness, though 0-15% extreme openhandedness, 45-65% medium.

Appearance continues fair to poor, due to 18-30% medium scarring and bruising, and 5-20% heavy. The high percentage of age, plus traces of spot, speckling, latex stain, maturity stain and some dull color all contributed to this rather poor appearance. On the Santa Lucia-7, about 10% of the cargo was smeared with mud. Butt rot was 5-15% heavy and 30-45% medium, much heavier than last month.

Cars, most of which were shipped to interior points, carried rather poorly despite average brace temperatures of 53-57, which were the results of considerable icing and ventilation at sea-board and in the interior in an effort to keep temperatures down.

Out of about 60 cars shipped, we received five complaints for "soft, bruised, ripe, turning, scarred, stem end rot and poor quality"; also four complaints for "heavily scarred, bruised, stale, thin and neck rot".

GUATEMALA:

Arrivals twice weekly into New York, once weekly into Boston and Baltimore, but discontinued at Baltimore after October 24th, a total of 19 cargoes. All cargoes were mixed, some of which contained all five varieties, namely East Coast Produced, East Coast Barrios Line Independent, West Coast Produced, West Coast Purchased and West Coast Purchased Specials (Tropical Specials). The Darien-16, Boston, October 31st, contained a split cargo of Guatemala and Cortes-Tela. Deliveries 53 on all ships into Boston, except the Argual-17, carried at 54; 53 on the Calamares and Pastores into New York, balance 54; 53 on all ships into Baltimore, except the San Benito-20, October 24th, which was raised to 54 after sailing due to the better carrying qualities of the fruit at this time.

E. C. PRODUCED:

Percent ripes 1.0-3.4, average 1.8, at New York and Boston, consistently low in the mail ships; 4.7-3.2 at Baltimore, average 4.0. Grade 0-5% full, 10-25% undergrade, same as last month. This variety is consistently uniform and good. Average weight of 9s, 69-82 lbs., average 78 lbs.. Quality good, with only 3-5% short-fingeredness and 3-10% openhandedness, average 7%. Appearance good,

with 3-10% medium scarring and bruising, and 2-5% heavy, except on the Talamanca-16, New York October 1st, which showed 17% medium scarring and bruising and 5% heavy. This was undoubtedly due to the rough voyage, as all the varieties showed slight to medium binboard scar. Fruit generally fresh, with only trace and 10% showing age in each cargo. Scattered and slight dull color was noted on several cargoes, undoubtedly due to wet weather in the tropics. There were also traces of leaf scar, maturity stain and red rust. Acid injury 1.6-2% medium to heavy at Boston, 3-1% medium and 10-5% slight at New York. Baltimore reports 5-3% medium speckling, but only traces elsewhere. Meloripe reported good ripening for uniformity and evenness, but only fair for color, except on the Parismina-6, Boston, October 7th, which they only considered fair, because it ripened irregularly, uneven and with some 'off' color.

E. C. BARRIOS LINE INDEPENDENT
OR LIVINGSTON:

Small amounts in five New York cargoes. Percent ripens, 7.5-9.7. Grade 0% full and 45-50% undergrade, very light. No separate average weight of 9s, due to mixture with other varieties. Quality poor, due to 40-55% shortfingeredness, including 15-25% extreme, also 5-10% extreme openhandedness and 30-55% medium. Appearance mostly poor, with 14-27% medium scarring and bruising and 6-13% heavy. 20-40% age in each cargo, 2-9% medium maturity stain, 5-15% medium to severe spot in all cargoes, plus 3% medium bee injury noted on Antigua-21. Much wilted fruit, despite light grade.

N. C. PRODUCED:

About 2000-7000 stems in nearly all cargoes at Boston and New York - none into Baltimore. Percent ripens, 0.9 to 10.2, average about 4%, but quite green in mail ships. Grade 0-5% full, mostly 0%,

15-30% undergrade, about same as last month, but not quite as good as East Coast Produced. Average weight of 9s, 67-74 lbs., only on cargoes where separate figures could be obtained. Quality fair to good, with 3-8% shortfingeredness, but still much openhandedness, (5-20% extreme and 35-70% medium). Appearance good, with 5-13% medium scarring and bruising, and 2-5% heavy. 10-15% age in some cargoes, others almost entirely fresh. Maturity stain from traces to 2% medium, and pimple thrips injury only traces, except on the Jamaica-17, New York October 21st, which showed 2% severe. Speckling and spotting very prevalent in this variety now, with 10-25% affected on Boston cargoes, and as much as 10% severe; 10-30% on New York cargoes, including 1-2% severe in nearly all. In many cases, pimple thrips and speckling appear on the same fingers, but speckling is more prominent. Acid injury 1.9 to 2.3 medium to heavy at Boston, only traces at New York. Meloripe on two cargoes reported only good to fair ripening for uniformity, evenness and color; fruit ripened somewhat uneven and 'off' color, also with 2% medium acid injury and 5-10% severe speckling and 5-10% medium.

Lots of experimental fruit are being received in most New York cargoes and detailed inspection and reports have been made to determine the relative merits of various types of pads, paper and blankets, being used in the tropical rail transportation to reduce scarring and bruising.

W. C. PURCHASED:

Varying amounts from 4000-15000 in 18 out of the 19 cargoes. Percent ripe, 9.0-23.0 on Boston cargoes, due to the longer voyage to that port, 5.5 to 13.4 on Baltimore cargoes, and 2.4 to 7.6, average about 4.0 on New York cargoes, except the Calamares-20, which made 11.8. Outturns normal on the mail ships. Grade 0% full, 30-55%

undergrade, consistently light. Average weight of 9s, 59-64 lbs., mostly 61, on cargoes when separate records were kept. Quality fair to poor, due to 5-15% extreme shortfingeredness and 1-10% extreme openhandedness and 30-55% medium. Appearance good to poor, variable, with 10-22% medium scarring and bruising and 3-8% heavy. 10-25% age in nearly all cargoes, same as last month; Baltimore reported 10-15% stunted in their cargoes, Traces of leaf scar, maturity stain, latex stain, also 10-15% speckled in all. Meloripe reported mostly good to fair ripening for uniformity, mostly good for evenness, but fair to poor for color; they found 5% heavy speckling and 5% medium, also 2% medium to heavy spot on each cargo.

W. C. PURCHASED SPECIALS:

Small quantities of this fruit started again with the Veragua-17 into New York October 28th; first in about a year. Percent ripe, 1.8-3.0, in two mail ships into New York. Grade 0% full, 50-65% undergrade, extremely light and poor. No average weights available. Quality very poor, due to 40-70% shortfingeredness, including 15-30% extreme, and considerable openhandedness. Appearance fair to good, with 12-14% medium scarring and bruising, and 5-6% heavy. Traces of thrips, latex stain, spot and speckling, also 1-3% medium to severe maturity stain. 15-25% age in each cargo. Very poor fruit. None loaded into cars.

Cars out of all cargoes carried very good this month, with a few 'turnings' recorded here and there on cars of West Coast Purchased. Average brace temperatures were 56-59, mostly 58.

Out of about 650 cars loaded, we received twelve complaints, West Coast Produced - for "hard to ripen, small, thin, immature, badly scarred, spotted, speckled and dirty"; six, West Coast Purchased - for "small, thin, shortfingered, dirty, scarred,

spotted and bruised"; and one Barrios Line Independent for "soft and bruised". Only a few cars went into Canada this month.

R. B. TEWKSBURY.

New Orleans, La., Nov. 16, 1940

Mr. J. N. Kelley:

This is the 56th summary of the ripening characteristics of the various varieties into the South for period week ending October 5th., to November 16th.

BLUEFIELDS:

Regular weekly shipments of approximately 14,000 to 21,000, excepting week ending October 19th., no cargoes received. All naturally ventilated cargoes, carried on the Lysefjord and Gansfjord. Percent ripe and turning 26.2 to 20.6% - a decided continued improvement - wilted 87 to 75%.

Appearance: Generally Poor, with 15 to 20% scarred; Black Bee Injury 15 to 20%, including 0 to 5% severe; Spotting 10 to 15%, including 0 to trace severe. Our Inspection: Scarring 4 to 12% medium, 0 to 3% heavy; Black Bee Injury index 17.3 to 21.5; Spotting index 18.0 to 12.8; Red Rust index negligible to 4.3 - a slight increase; Maturity Stain index 4.5 to 10.7; Leaf Scar, Mottled negligible.

Quality: 80 to 50% Poor, 0 to 10% Good - a decided decrease in Poor quality fruit. Grading 85 to 100% under desired grade, including 40 to 60% English cut and 5 to 10% thin; Short Fingered 30 to 50%, including 0 to 10% severe; Openhanded 25 to 35%, including trace to 5% severe. Our Inspection: Grading 94 to 95% under desired grade, including 50 to 65% English cut and 5 to 11% thin - a noticeable improvement with less thin and English grade; Short Fingered 29 to 36% slight, 3 to 7% extreme - an improvement; Openhanded 40 to 46% slight, 29 to 44% medium and 4 to 6% extreme - an improvement. Average weight of 9's 50.3 to 71.4 - a very considerable increase.

Carrying quality in cars good for first and second day deliveries.

Complaints:- None.

CHAMQUINOLA:

Fortnightly shipments consisting of approximately 1800 to 2000 bunches,

carried on refrigerated steamers with Fortuna variety into New Orleans only. Percent ripe and turning 6.5 to 13.7% - a slight decrease - wilted 75%. Temperature instructions to steamers 52 delivery until completion of loading at second port, then raise deliveries to 53.

Appearance: Generally Poor, with 20 to 25% scarred, including 5% severe; Spotting 10 to 20%, including 0 to trace severe; Red Stain 15 to 25%, including 0 to trace severe. Our Inspection: Scarring 13 to 19% medium, 4 to 11% heavy - an increase; Spotting index 4.0 to 15.3; Black Bee Injury index 5.3 to 8.7 - an increase; Red Rust index 16.5 to 23.8; Maturity Stain index 15.3 to 18.5.

Quality: 25 to 30% Good, 10% Poor - a continued decline. Grading 65 to 70% under desired grade, including 10% English cut; Openhanded 20 to 25%. Our Inspection: Grading 69 to 75% under desired grade, including 8 to 12% English cut - a decrease; Short Fingered 5 to 9% slight; Openhanded 50 to 57% slight; 16 to 25% medium, 0 to 1% extreme. Average weight of 9's 74.8 to 77.1.

Carrying quality in cars fair.

CHIRIQUI:

Weekly refrigerated cargoes into Mobile only. Percent ripe and turning 6.4 to 11.1%, and has been on the increase for past two months. Temperature instructions to steamers, reduce deliveries to 52 for 48 hours on Castilla class and reduce deliveries to 52 for 72 hours on the Metapan class, then raise deliveries to 53 for the remainder of voyage.

Appearance: Fair to Good, mostly Fair, with 20 to 25% scarred, including trace to 5% severe; Spotting 0 to 5%; Red Stain 5 to 10%. Tela-18, September 30th., and Metapan-12, October 7th., cargoes showed 20% of general and severe scarring due to acid injury. Our Inspection: Scarring 8 to 12% medium, 1 to 4% heavy - a slight increase; Maturity Stain 18.5 to 27.8 - a slight increase; Spotting index 4.0 to 10.8; Acid Injury negligible to 17% slight, 0 to 4% medium; Red Rust index 1.8 to 3.3 - a decrease; Leaf Scar, Black Bee Injury, Sooty Mold all negligible;

Speckling and Blotch index 4.0 to 8.8. No further reports were received regarding badly split fingers, noticed in some of the ripers and turnings in the September cargoes.

Quality: 25 to 45% Good - a decline. Grading 55 to 75% under desired grade, also 0 to 5% full; Openhanded 0 to 20%. Our Inspection: Grading 60 to 65% under desired grade, including 3 to 6% English cut and 0 to 1% full - a decided decrease; Short Fingered 20 to 28% slight, 0 to 1% extreme; Openhanded 23 to 31% slight, 5 to 14% medium, 0 to 2% extreme. Average weight of 9's 79.9 to 82.8.

Carrying quality in cars fair.

Complaints:- 1 - Chilled bottoms, 1 - excessive scars and discoloration, 1 - 50 bunches broken and bottom hands damaged.

FORTUNA:

Two refrigerated cargoes weekly into New Orleans and weekly arrivals (split cargoes) and two additional refrigerated cargoes into Charleston. Percent ripe and turning 0.2 to 3.1%, with recent New Orleans cargoes showing a noticeable increase, although not high. Temperature instructions to steamers, 54 minimum delivery throughout voyage, excepting decks affected by opening to load perishables at Havana, temperatures reduced to 52 and maintained after perishables loaded. Understand present instructions from Marine Department is to keep one deck in one hatch for Havana perishables, so that they will not be mixed with bananas, therefore, instructions regarding reducing deliveries to 52 discontinued.

Appearance: Good to Fair, mostly Good. Scarring 10 to 20%, including 0 to trace severe; Red Stain 5 to 30%, including 0 to trace severe. Our Inspection: Scarring 4 to 10% medium, 0 to 5% heavy; Red Rust index 14.0 to 37.0; Leaf Scar negligible to 11% slight, 0 to 1% medium - a decrease; Black Bee Injury, Spotting, Sooty Mold, Speckling & Blotch all negligible. Acid Injury negligible to 12% slight, 0 to 2% medium.

Quality: 40 to 60% Good, 0 to 10% Poor - a decline. Charleston 65 to 90% Good. Grading 35 to 60% under desired grade, including 0 to 5% English cut. Charleston 10 to 40% under desired grade, and 0 to 10% full; Short Fingered 10 to

35%, including 0 to trace severe. Charleston 0 to 15%. Openhanded 10 to 20%.

Our Inspection: 35 to 68% under desired grade, including 0 to 8% English cut, also 0 to 1% full; Short Fingared 9 to 33% slight, 0 to 1% extreme - a slight improvement; Openhanded 40 to 61% slight, 7 to 19% medium - a very slight improvement. Average weight of 9's 74.1 to 87.3.

Carrying quality in cars good.

Complaints:- 2(trucks) 1/3 of stems showing stem-end rot, affecting from one to nearly all hands, 1(truck) excessive amount of stem-end rot in ripe stage, 1 - 50 to 75 bunches with broken and damaged bottom hands, possibly due to settling of load, 1 - poor quality and condition, 2 - stubborn and hard to ripen. Peoria trade complains about split fingers in Cortes-Tela, worst in heavy avg. 9s.

GUATEMALA (EAST COAST):

One refrigerated shipments, consisting of 3,444 bunches into Charleston, carried with Fortuna. Percent ripe and turning 3.0%. Steamers instructed by New York office.

Appearance: Good, 20% scarred.

Quality: 85% Good. Grading 20% under desired grade; Openhanded 15%.

Average weight of 9's 81.2

Carrying quality in cars good.

Complaints:- None.

LIMON VARIETIES:

ATLANTIC:

Weekly arrivals into New Orleans only, carried with San Juan and Turrialba, all refrigerated steamers. Percent ripe and turning 5.4 to 8.8% - wilted 25 to 35%. Temperature instructions to steamers, reduce deliveries to 52 until returns reach 55, then raise deliveries to 53. Present instructions, reduce deliveries to 52, until returns reach 54, then raise deliveries to 53.

Appearance: Fair to Poor, mostly Poor, with 15 to 20% scarred, in-

cluding 0 to 5% severe; Spotting 10 to 25%, including 0 to trace severe; Red Stain 15 to 25%. Our Inspection: Scarring 3 to 7% medium, 0 to 5% heavy - a slight increase; Spotting index 29.3 to 33.0; Black Bee Injury index 6.5 to 9.8 - a slight increase; Red Rust index negligible to 7.3 - a slight decrease, particularly in recent cargoes; Maturity Stain index 16.9 to 24.5 - a very slight decrease; Leaf Scar and Mottling negligible.

Quality: 40 to 55% Good and 5 to 10% Poor - very little change. Grading 45 to 60% under desired grade, including 0 to 5% English cut; Short Fingered 10 to 15%; Openhanded 15 to 25%, including 0 to trace severe. Our Inspection: Grading 40 to 64% under desired grade, including 1 to 9% English cut - a decrease; Short Fingered 15 to 20% slight, a continued improvement; Openhanded 49 to 59% slight, 18 to 33% medium and 0 to 3% extreme - little change. Average weight of 9's 67.1 to 68.7 (weighed with San Juan and Turrialba).

Carrying quality in cars good to fair.

Complaints:- 2 - stale, badly scarred and thin (including Turrialba).

SAN JUAN:

Refrigerated shipments into New Orleans, consisting of approximately 2800 to 3200 stems, carried with Atlantic and Turrialba. Percent ripe and turning 16.2 to 22.0% - no improvement. Ripes mostly from wilted fruit, which was found to range from 70 to 85% in all cargoes. Temperature instructions to steamers same as Atlantic.

Appearance: Poor, with 15 to 25% scarred, including trace to 5% severe; Spotting 10 to 20%; Red Stain 20 to 40%, including trace severe. Our Inspection: Scarring 3 to 7% medium, 0 to 2% heavy; Black Bee Injury 5.0 to 7.8; Red Rust index negligible to 6.8; Maturity Stain index 23.9 to 37.3 - no change; Mottling index 6.3 to 13.8 - a slight increase; Leaf Scar negligible.

Quality: 40 to 60% Good and 0 to 10% Poor - a continued improvement. Grading 35 to 55% under desired grade, including 0 to 5% English cut; Short Fingered 0 to 15%; Openhanded 20 to 35%, including trace severe. Our Inspection: Grading

41 to 53% under desired grade, including 1 to 4% English cut - a general improvement, with grading more consistent in the various cargoes; Short Fingered negligible to 14% slight; Openhanded 49 to 55% slight, 18 to 42% medium and 0 to 2% extreme - little change. Average weight of 9's same as above.

Carrying quality in cars fair.

Complaints:- None.

TURIALBA:

Refrigerated shipments into New Orleans, consisting of approximately 2600 to 3400 stems, carried with Atlantic and San Juan. Percent ripe and turning 6.7 to 12.6%, with recent cargoes showing improvement. Temperature instructions to steamers same as Atlantic and San Juan.

Appearance: Fair to Poor, mostly Fair, with 25 to 30% scarred, including trace to 5% severe; Spotting 10 to 25%, including 0 to trace severe; Black Bee Injury, 0 to 10%. Our Inspection: Scarring 3 to 8% medium, 0 to 3% heavy - a slight increase; Spotting index 6.0 to 8.8; Mottling index 4.2 to 7.5 - a slight increase; Black Bee Injury index 2.0 to 6.8; Leaf Scar, Red Rust, Maturity Stain all negligible.

Quality: 25 to 45% Good and 5 to 20% Poor - a continued improvement. Grading 50 to 70% under desired grade, including 5 to 15% English cut; Short Fingered 15 to 25%, including 0 to trace severe. Our Inspection: Grading 45 to 68% under desired grade, including 5 to 15% English cut - a decided continued improvement; Short Fingered 17 to 27% slight; Openhanded 11 to 34% slight, 0 to 3% medium - an increase. This fruit has shown a continued improvement with respect to quality and can be considered very good for this variety. Average weight of 9's same as above.

Carrying quality in cars good.

Complaints:- 2 - stale, badly scarred and thin (including Atlantic)

QUEPOS:

Regular weekly refrigerated cargoes into Galveston and two into Jacksonville (Ortava 12-A partially unloaded Jacksonville account labor trouble, com-

pleted at Charleston 10/30) and one into Charleston (Ortava 12-B) carried with Foze variety. Percent ripe and turning 2.4 to 7.6 - an increase. Temperature instructions to steamers 52 delivery until returns reach 55, then raise deliveries to 53, but changed to 53 minimum delivery throughout voyage account chilled fruit found on San Blas-14 at Galveston. Present instructions, 53 minimum delivery on Telde class, 52 minimum delivery for 48 hours on Castilla class and 52 until returns reach 55, then raise deliveries to 53 on San Jose class. Steamer temperatures revised downward after receiving tropical reports that there had been no low temperatures or periods of dryness in the Tropics that could cause under peel discoloration or evidence of chilling and the high percentages of steamer ripes and generally poor carrying quality in cars and the absence of any chilled fruit found in subsequent cargoes.

Appearance: Generally Fair to Good, with 15 to 30% scarred, including 0 to 5% severe; Red Stain 5 to 40%; Speckling 0 to 5%; Acid Injury 0 to 10%. Our Inspection: Scarring 11 to 24% medium, 0 to 4% heavy; Spotting index negligible to 10.3 - a decrease; Maturity Stain 7.8 to 19.0; Red Rust index negligible to 4.0; Speckling index negligible to 26.5; Black Bee Injury, Leaf Scar, Scoty Mold all negligible. Acid Injury negligible to 9% slight, 0 to 1% medium.

Quality: 50 to 70% Good and 5 to 15% Poor. Charleston 80% Good and 5% Poor - a continued general improvement. Grading 15 to 50% under desired grade, including 0 to 5% English cut; Openhanded 25 to 60%, including 5 to 10% severe. Our Inspection: Grading 35 to 60% under desired grade, including 0 to 6% English cut, also 0 to 1% full - a very decided improvement; Openhanded 27 to 61% slight, 22 to 57% medium and 3 to 10% extreme. Average weight of 9's 82.0 to 87.5

This variety showing a very decided improvement in grading, with good finger length, however it is very openhanded fruit, this being the chief quality defect.

Complaints:- 4 - badly scarred, bruised, poor quality, considerable red rust, 2 - all turning to ripe, badly washed, bruised, disarranged, possibly shifted, 1 - arrived 72 degrees, all breaking and turning, 2-all ripe and turning, 1 - pulp

soft, scarred, bruised, openhanded, poor quality, 1 - turning and bruised, 2 - practically all turning and ripe with considerable soft and mashed and scarred, 1 - arrived 90% ripe to full ripe, with 50% more or less scarred and 20% excessively scarred, 1 - arrived ripe and turning (selected ripe), 1 - arrived ripe and turning (including Pozo). Kansas City trade say all fruit Castilla-18 arrived some turning and ripe.

POZO:

Regular weekly refrigerated cargoes into Galveston and two into Jacksonville and one into Charleston, carried with Quepos. Percent ripe and turning 4.7 to 20.3 - a decided increase - wilted 31 to 45%. Temperature instructions to steamers same as Quepos.

Appearance: Poor to Fair, mostly Poor, with 25 to 60% scarred, including 5 to 20% severe; Spotting 5 to 50%, including 0 to 15% severe; Red Stain 10 to 70%, including 0 to 15% severe. Our Inspection: Scarring 17 to 33% medium, 2 to 7% heavy - an increase; Spotting index 20.5 to 34.8; Black Bee Injury, Speckling and Blotch, Leaf Scar negligible; Red Rust index 1.8 to 3.8; Maturity Stain index 22.3 to 40.0.

Quality: 40 to 65% Good and 5 to 20% Poor. Grading 25 to 60% under desired grade, including 5 to 10% English cut and 0 to 5% full; Short Fingered 0 to 10%; Openhanded 30 to 60%, including 5 to 15% severe. Our Inspection: Grading 44 to 63% under desired grade, including 1 to 11% English out, also 0 to 5% full - an increase; Short Fingered 4 to 12% slight; Openhanded 37 to 53% slight, 32 to 45% medium and 6 to 11% extreme. Average weight of 9's 66.2 to 71.4.

Like the Quepos fruit this variety is very Openhanded, but with good finger length, however, the appearance is generally poor, due to an accumulation of scarring, spotting and maturity stain defects.

Carrying quality in cars poor.

Complaints:- 2 - badly scarred and bruised, 2 - very poor, 1 - badly scarred, dirty, small fingered and irregular, 2 - arrived ripe and turning (loaded turning), 2 - 65 turning and ripe, 30 stems with 1 to 3 hands crushed and soft, 1 - all ripe and turning, some mashed, 1 - all ripe and turning, 3 - all ripe and turning, many

bruised and mashed hands, high temperatures 64-67 degrees, 1 - all bottoms washed, badly scarred, 1 - arrived ripe and turning (including Quepos). Kansas City trade say all fruit Castilla-18 arrived some turning and ripe.

SANTA MARTA:

Four split cargoes into Charleston, one into Jacksonville and two cargoes discharged at Jacksonville. All Refrigerated steamers and with one exception, carried with Sevilla variety. Percent ripe and turning 4.5 to 12.1 - an increase. Temperature instructions to steamers issued by New York office.

Appearance: Generally Poor to Good, mostly Fair, with 35 to 40% scarred, including 0 to 10% severe; Speckling 0 to 5%. Jacksonville reported 30 to 40% short cut butts.

Quality: 40 to 70% Good and 10 to 20% Poor. Grading 25 to 30% under desired grade; Short Fingered 10 to 40%, including 0 to 10% severe; Openhanded 25 to 45%, including 5 to 10% severe. Average weight of 9's 56.9 to 62.9.

Carrying quality in cars fair to good.

Complaints:- 2 - badly scarred, stem-end rot throughout, causing tremendous shrinkage, 1 - openhanded, small fingers, scarred, stem-end rot appearance poor.

SEVILLA:

Four split shipments into Charleston, one into Jacksonville and one cargo into Jacksonville, all refrigerated steamers. Percent ripe and turning 8.1 to 20.6% - an improvement, although still excessive. Temperature instructions to steamers same as for Santa Marta.

Appearance: Fair to Good, mostly Fair, with 30 to 40% scarred, including 5% severe. Jacksonville reports 10% acid injury on Heredia-10 cargo discharged October 8th.

Quality: 55 to 65% Good, 5 to 15% Poor. Grading 20 to 25% under desired grade; Short Fingered 20 to 30%, including 0 to 5% severe; Openhanded 20 to 40%, including 5 to 10% severe. Average weight of 9's 58.4 to 62.8.

Carrying quality in cars fair.

Complaints:- 1 - openhanded, small fingers, scarred, stem-end rot, appearance poor.

JAMICA:

One refrigerated cargo into Jacksonville - San Jose, November 10th., the first of this variety into the South in many years. Percent ripe and turning 0.7%. Temperature instructions to steamer 53 minimum delivery throughout voyage.

Appearance: Generally Fair, with 20% scarred, including 5% severe; Red Stain trace; Acid Injury trace; Speckling 10%.

Quality: 40% Good, 15% Poor. Grading 35% under desired grade, including 5% English cut; Short Fingered 30%, including 5% severe; Openhanded 10%. Average weight of 9's 55.1.

Carrying quality in cars good.

Complaints:- None.

EL HULE: (All rail shipments crossing at Laredo only)

LAREDO:

Weekly arrivals, with two additional, consisting of 4 to 14 cars. Condition on arrival at Nuevo Laredo (actual count from doorway inspection) 10 cars green, 62 cars 3 to 10 turning, 5 cars 12 to 15 turning, 3 cars 20 to 25 turning. Bracing good, papering ends and doors. Stowage generally good, excepting few cars too heavily loaded and some loose stowage. Shipments arrived with generally good temperatures, 6 of which were iced lightly at Monterrey. No icing at Mexico City. Effective November 15th. Mexico City has been instructed to stuff drips, lower racks on cars equipped for part stage icing and caution Mexican Messengers regarding icing at Monterrey. Resident Messenger at Laredo has been instructed to wire Mexican Messenger protecting shipments at Monterrey, United States Weather Bureau predicted temperatures for vicinity around Laredo.

Appearance: Fair, with 10 to 25% scarred; Black Bee Injury trace.

Quality: 40 to 65% Good, 5 to 15% Poor. Grading 30 to 55% under desired grade, including 0 to 5% English cut, also trace to 10% full; Short Fingered

5 to 10%; Openhanded 15 to 25%.

Complaints:- 1 - badly spotted and turned black, apparently diseased, many small short fingers, 1 - fruit small, stale and scarred, green fingers dropping off stems while unloading car, 1 - very small, 60 stems ripe and turning and considerable mashed in bottom tiers, 1 - 58 bunches ripe and turning, many mashed, also 150 stems poor quality, short fingered and thin, 1 - arrived all ripe and turning, 1 arrived ripe and turning, poor quality, 1 - many ripe and mashed, small thin and stale.

GCD/EA

C. C. Dexter

c.c. Mr. C. A. Wright.

New Orleans, La., November 16th., 1940

Mr. J. N. Kelley:

A brief summary of the attached ripening characteristics report is as follows:

BLUEFIELDS:

Although steamer ripers are still high and 95% of fruit is under desired grade, there was a very decided improvement in both, with condition at discharge 20.6 to 26.2% ripe and turning and a marked decrease in the amount of thin and English cut fruit. Short fingered and openhanded, also showed improvement. Appearance generally poor, account usual defects. Carrying quality incars good for first and second day deliveries.

CHANGUINOLA:

Fortnightly refrigerated shipments of about 2,000 stems into New Orleans only, carried with Fortuna. Steamer ripers decreased slightly, but still high, account wilted. Carrying quality in cars fair. Quality continued to decline, with only 25 to 30% good, account under grade and openhandedness. Appearance generally poor, chief defects being scarring and maturity stain.

CHIRIQUI:

All Chiriqui cargoes were unloaded at Mobile. Quality (25 to 45%) showed a decline, along with decrease in grade, however, steamer ripers increased continuously, with the Tela-21, November 11th., making 11.1% ripe and turning. Carrying quality in cars only fair. Appearance generally fair, with chief defects scarring, some acid injury and maturity stain. No further reports on badly split fingers, which were noticed in the ripers and turnings in September cargoes.

FORTUNA:

Fortuna generally showed little change and is about 50% good quality (none poor) and similar amount of desired grade. Under grade, openhandedness and slight short fingeredness chief defects. Appearance continues good, with red

Carrying quality still good, although

steamer ripens have shown some increase in recent cargoes.

GUATEMALA (EAST COAST):

Only one small refrigerated shipment into Charleston, which was apparently choice fruit. Carried good in cars also.

LIMON VARIETIES:

ATLANTIC:

Regular refrigerated shipments into New Orleans and continues to be about 50% good and 5 to 10% poor quality, due chiefly to light full 3/4 grade and openhanded bunches, with a small percentage of English grade and extreme openhandedness. Appearance defects scarring, spotting, maturity stain and some black bee injury. Steamer ripens a little above normal and carrying quality in cars good to fair.

SAN JUAN:

Small shipments of about 3,000 stems, carried with Atlantic and Turrialba. Steamer ripens still excessive account wilted fruit, with carrying quality in cars fair for second and third day deliveries. Appearance generally poor, account an accumulation of some scarring, black bee injury, maturity stain and mottling. Quality about 50% good, with grade about the same and more consistent in the various cargoes. Finger length good, but bunches generally openhanded.

TURRIALBA:

Small shipments of about 3,000 stems, carried with Atlantic and San Juan, with steamer ripens above normal, but continues to improve. Quality 25 to 45% Good, 5 to 20% poor, is also an improvement, with under grade chief defect. Appearance generally fair, account some scarring, black bee injury, spotting and mottling. Carrying quality in cars good.

QUEPCS:

This variety showed nice improvement in grade, with cargoes showing 50 to 70% good and 5 to 15% poor quality. Finger length is good, however, bunches are very openhanded, which along with a small percentage of English cut grade are the chief quality defects. Appearance generally fair, some good, with scarring and

maturity stain prominent. Steamer ripens slightly above normal and carrying quality in cars fair. Many complaints from trade.

POZO:

Carried with Quepos; steamer ripens increased, with some cargoes excessive. Carrying quality in cars poor. Appearance generally poor, chiefly account scarring, spotting and maturity stain. Quality 40 to 65% good, 5 to 20% poor. Grade showed some improvement, but irregular, also bunches very openhanded, but has good finger length. Many complaints from trade.

SANTA MARTA:

Four split shipments into Charleston and one into Jacksonville and two cargoes discharged at Jacksonville. Steamer ripens 4.5 to 12.1% - an increase. Appearance generally fair, account scarring and some speckling. Quality 50 to 70% good, 10 to 20% poor, account short fingered and openhanded bunches. Carrying quality in cars fair to good.

SEVILLA:

Carried with Santa Marta fruit; steamer ripens excessive 8.1 to 20.6%, although this is an improvement. Carrying quality in cars fair. Seaboard inspection reports from Charleston and Jacksonville indicate this variety only slightly better in quality and appearance than the Santa Marta and steamer ripens much higher.

JAMICA:

One refrigerated cargo into Jacksonville, San Jose-19, November 10th., the first of this variety into the South in many years. Condition when unloaded. 0.7% and carrying quality in cars green. Average weight of 9's 55.1, which seems very suitable for Jacksonville handling. Appearance was fair and quality 40% good, 15% poor, chief defects under grade and short fingeredness.

EL HULE:

Nine arrivals of 4 to 14 cars at Laredo only. Condition as noted from doorway, 10 cars green, 62 cars 3 to 10 turning, 5 cars 12 to 15 turning, 3 cars 20 to 25 turning - not quite so good. Seven complaints account quality and

condition. Shipments arrived with generally good temperatures, six of which were iced at Monterrey. No icing at Mexico City, and effective November 15th., Mexico City has been instructed to stuff drips and lower racks on cars equipped for stage icing. Resident Messenger at Laredo instructed to telegraph Mexican Messengers protecting shipments to Monterrey, United States Weather Bureau predicted temperatures around Laredo.

GENERAL:

Due to strong market unbilled cars have been negligible.

Regarding discontinuing icing, stuffing drips, and lowering racks, Messengers have been instructed as follows:-

"Drain pipes on all cars will be plugged for permanent winter loading and ice racks lowered at the following ports:

Charleston, S.C.	November 11th.
New Orleans, La.	" 18th.
Mobile, Ala.	" 18th.
Galveston, Texas	" 18th.
Jacksonville, Fla.	" 18th.

In the event any icing has to be done after aforementioned dates, remember that the drain pipes must be cleared and the ice racks raised before cars are iced."

"Effective Monday, November 18th., icing at seaboard, also at Mexican border points, will be discontinued for the Winter season except where otherwise instructed.

Should it become necessary to ice any cars, be sure to clear the drip pipes and raise the ice racks, also advise New Orleans office by wire, giving the car numbers and steamer references."

GCD/EA

G. C. Dexter

c.c. Mr. C. A. Wright.

New York, November 27, 1940

Dr. W. Popenoe
La Lima

Dear Wilson:

I have received your letter of September 30th and also your letter of the same date brought up by George Bowman; also have just received your most recent letter, all having to do with the aneroid barometer.

After considerable investigation on the part of Mr. Sawyer we have finally been able, with the aid of the Purchasing department, to purchase a Short & Mason 2-3/4 in. dial from the Taylor Instrument Company. We have issued a requisition and have asked the Accounting department to charge your personal account, which I trust will be satisfactory to you. The list price of the instrument is \$61 and with the special discounts the price to us was \$47.

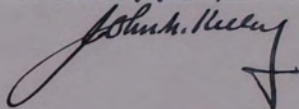
It had been my intention to send this down by Bowman as you suggested originally, but since Bowman is sailing today for Jamaica spending several weeks there, and later going to Honduras, it would certainly be a long time before he might contact you. I am therefore holding the instrument here since you say in your last letter you may be up this way in January. If, however, I can have it taken down by someone going direct to Guatemala before that time I will do so. I believe that the one we have purchased for you is similar to the one you have seen used by the U.S.D.A. men. The range is from zero to 16,000 ft. and it looks to me like a very fine instrument. Your old Taylor aneroid is being sent up to the Taylor Instrument Company and we are trying to handle in a vigorous way with them so that they will either correct it or substitute a more accurate one. I will give you a report on this a little later on.

We have been extremely busy here all this summer with our usual work and, on top of it, tremendous amount of extra work in connection with the Interstate Commerce Commission with which we have had some transportation problems. We also have had an added burden placed on us in working out methods and changing our system to comply with the provisions of the wage-hour act, important changes in which were made effective October 24th. Our main problem in this connection is with the 200-odd men who take care of the fruit in transit from seaboard to interior points, whose work is irregular and often have very long hours.

I am very glad to know you will be up this way shortly and we will all look forward to seeing you. We have had visits from Messrs. Bump, Taillon, Bookout, Heyl, Bowman and others from the tropical divisions all during this summer. I did not get a chance to see Taillon or Bump but others in my office did, and I regretted very much missing an opportunity to talk with them. We are quite pleased with the improvements which seem to be in store for cleaner fruit in Guatemala by the use of blankets, both paper and Bonneau. This seems to be a practical thing which will really give us clean fruit and return a fine profit.

With best regards, I am

Sincerely yours,

A handwritten signature in black ink, appearing to read "John H. Keely". The signature is written in a cursive style with a large, sweeping initial "J" and a long, trailing flourish that ends in a small hook.

Dr. Wilson Poponce:-
For your information.
J.N.K.

December 3rd, 1940.

Mr. J. N. Kelley:-

Summary of Ripening Characteristics
of the various varieties into the East.

This covers all Eastern cargoes from November 4th to
30th, inclusive.

CORTES-TELA:

Weekly arrivals into New York, Philadelphia and Baltimore;
two small cargoes into Boston, mixed with Guatemala, and one cargo split
with Charleston, all Cortes-Tela. Of the fifteen cargoes, six were all
Tela, four were all Cortes, balance mixed Cortes-Tela. Deliveries 55
earlier in the month, but reduced to 54 later in the month on account
of unfavorable growing conditions as a result of floods, reported in
the tropics; continued 56, however, on the Musa-Platano into New York.
Percent ripens, 0.9 to 1.1 at New York, 0.9-3.4 at Boston and Philadelphia,
3.1-6.7 at Baltimore. The Baltimore cargoes contained all Cortes fruit.

Grade 0-5% full, mostly 0%, and 10-35% undergrade on
Cortes or Cortes-Tela; all Tela cargoes mostly 0% full, 15-40% under-
grade, more variable and becoming lighter. On two all Tela cargoes,
due at Boston and Philadelphia, December 2nd, the tropical grade figures
have shown a decided decline - 65% undergrade. Average weight of 9s,
85-82 lbs., on all Tela, 81-78 lbs., on Cortes. Very few cars of 9s
are now averaging over 100 lbs.

Quality still good, with 0-5% slight shortfingeredness
and 3-6% extreme openhandedness.

Appearance good and fresh generally, though on the
San Gil-17, Baltimore November 18th, about half the cargo showed a
slightly wilted condition. The appearance of this cargo was further
marred by 5% heavy red rust and 10% medium, plus 2% severe acid injury.

Scarring and bruising on all cargoes, 3-15% medium, average 10%, and 0-5% heavy. Red rust 1-5% heavy, 3-10% medium, generally better than last month, though quite noticeable now in Cortes fruit especially. Only traces of leaf scar, maturity stain and sooty mold. Acid injury 1.3-1.9 medium at Boston, only traces elsewhere, except on the San Gil-17, mentioned above.

Although regular cars carried grass green at average brace temperatures, 57-61, (the same temperatures as last month) it was very noticeable from all messenger reports that "ripe or turning" request cars, carried at much warmer temperatures out of seaboard, definitely showed color the second and third day from seaboard.

Meloripe reported fair ripening for uniformity and evenness - color fair to poor on the Cartago-9; cargo as a whole slightly 'off' color, with 25% severe 'off' color. They also reported some split fingers on the Parismina-7, October 24th.

Only one shipment of 50 tree bagged and 50 unbagged was received this month, on the Musa-21, November 15th. A detailed inspection was made by Mr. Slocum and his report indicates that the tree bagged fruit increases the peel splitting considerably, though red rust was at a minimum.

Out of about 1000 cars loaded (about 58% of all cars loaded) we received only four complaints, one for "50 bunches turning and considerable bruised fingers; two for "considerable scarred and bottom hands damaged", and one for "50% covered with red rust".

SANTA MARTA:

Weekly arrivals into Philadelphia. Deliveries 53.

Only the last cargo, on November 29th, the Tivives-13, had any Sevilla fruit for Philadelphia, but Charleston, which splits with Philadelphia

on these cargoes, received Sevilla on every ship.

Percent ripe, 20.0-6.0, quite variable, but better the past couple weeks. Grade 0-2% full, 35-15% undergrade, an improvement. Average weight of 9s, 65-69 lbs., becoming heavier. Quality good in 9s, but fair to poor in smaller classes, due to considerable openhandedness (20-25%) and raggedness, also 50-60% shortfingeredness. The majority of the cars loaded were marked 'off' by the Inspection Department. Appearance only fair, due to 23-28% medium scarring and bruising, and 0-3% heavy; also 25-60% of the fruit showing age, including 5-20% severe. Speckled fruit amounted to 3-15% on each cargo and there were also traces of maturity stain. Stem end rot index, 20.1-16.3, lower than last month.

SEVILLA:

Only on the November 29th cargo. Percent ripe 15.0. Grade heavier than regular Santa Marta, 5% full and only 10% undergrade. Ripe due mostly to full grade. Quality good in 9s, fair in the balance on account of considerable openhandedness, raggedness, and 40% shortfingeredness. Appearance poor, with 40% medium scarring and bruising and 10% heavy. Some of this scarring was due to medium maturity stain and acid injury, also to 25% age. Stem end rot index - 30.5, higher than regular Santa Marta.

Experimental shipments of 100 tree bagged and 100 non-bagged stems of Sevilla have been received in each cargo, except the Tivives-13, November 29th, and reports on same have been made by Slocum and Rand. In general, the grade of the bagged fruit was lighter, though the ripes were 2-3 times as great as in the non-bagged. It was noted that nearly all ripe fingers in the bagged, showed peel splitting at discharge and this factor became worse as fruit ripened. The non-

bagged fruit was poorer quality with much shortfingeredness and openhanded, but no peel splitting to speak of on ripening.

Cars carried mostly green, except out of the Zacapa-19 November 8th, which made 20% ripe and turning, at average brace temperatures 58-59. The Zacapa-19 cars were carried at an average of 55.

Out of about 90 cars loaded, we received twelve complaints for "small, thin, shortfingered, scarred, dirty, bruised, openhanded, diseased, much stem end rot and poor quality."

GUAYAQUIL:

Weekly arrivals of Grace Line Steamers into New York.

Deliveries 52.

<u>Date</u>	<u>Ship</u>	<u>% Ripes</u>	<u>Age</u>
11/5	S.Elena-7	23.0	45
11/12	S.Teresa-4	10.7	20
11/19	S.Clara-8	33.2	60
11/26	S.Ana-5	9.8	25

Condition still very variable, dependent on amount of fruit showing age.

Grade 7-3% full, 18-35% undergrade, more irregular and noticeably lighter on the most recent arrival. Average weight of 9s, 75-76 lbs.

Quality mostly good, with no shortfingeredness, though 2-10% extreme openhandedness and 50-65% medium.

Appearance mostly fair to poor, due to 17-35% medium scarring and bruising, and 8-15% heavy. On the Santa Clara cargo, 50% of the fruit showed medium to heavy scarring, one of the worst in a long time. Continued age with traces of spotting, speckling, bee bite, latex stain, plus 1% severe maturity stain in each cargo, all have contributed to the generally poor appearance of this variety. Butt rot,

5-10% heavy and 35-40% medium on the first three cargoes, was estimated at only 1% heavy and 20% medium on the November 26th cargo. However, on this latter cargo, about 15% of the fruit had a dark green color, and bled rather sluggishly. This may be the result of cold or wet weather in the tropics.

Cars carried fair to poorly out of all cargoes except the Santa Ana, at average brace temperatures, 54-56.

Out of about 65 cars loaded, we received two complaints for "turning and soft, considerable stem end rot, scarred and discolored"; and nine complaints for "scarred, bruised, stem end rot, thin and poor quality".

GUATEMALA:

Arrivals twice weekly into Boston and New York, a total of fifteen cargoes. All cargoes were mixed, some containing four and five varieties. Two Boston cargoes also contained Tela fruit. Deliveries 54 on the mail ships into New York and the Orotava-Argual class; others 53.

On the Antigua-22, November 14th, 29 cars of East Coast padded fruit were shipped - the appearance at discharge was very good, much cleaner than the regular run of East Coast fruit. Separate report on this fruit made by Mr. Slocum.

E. C. PRODUCED:

Percent ripens, 6.6-1.9, variable, but slightly higher than last month. Grade 0-7% full, average 5% full, and 10-15% under-grade, a very desirable and uniform grade. East Coast Guatemala has shown an excellent grade and quality this month, surpassing Cortes-Tela for uniformity. Average weight of 9s, 73-85 lbs., mostly 81-82lbs., much heavier. Quality very good with no shortfingeredness, though

2-10% extreme openhandedness. Appearance good, with 3-12% medium scarring and bruising and 2-5% heavy. Fruit mostly fresh, with only 10% age in a few cargoes and 15% slight dull color in the Chiriqui-18, New York, November 4th. Traces of red rust, leaf scar, and slight maturity stain. Acid injury 2-3% medium to heavy at Boston, traces to 5% slight at New York. Meloripe reported fair to good ripening for uniformity, evenness and color, except on the Cartago-9; the color of this latter cargo was fair to poor, with 20% severe 'off' color and 20% irregular and uneven ripening. Old, split fingers were heavier than usual.

E.C. BARRIOS LINE INDEPENDENT OR LIVINGSTON:

Only 3000 stems, and in one New York cargo only, the Pastores-19, November 7th. Percent ripe, 15.2. Grade 0% full, 60% undergrade, extremely light. No separate average weights. Quality poor, with 50% shortfingeredness, including 30% extreme, and 5% extreme openhandedness and 50% medium. Appearance poor, with 22% medium scarring and bruising, and 10% heavy, also 40% age. Traces of spotting, speckling, latex stain and 5% medium maturity stain.

W. C. PRODUCED:

About 3000-9000 stems in nearly every cargo. Percent ripe, 1.5-8.6, variable, average about 4%. Grade 0% full, 25-35% undergrade, lighter than the East Coast Produced. Average weight of 9s, 72-75 lbs., only on cargoes where separate figures were available. Quality fair to good, with 3-10% shortfingeredness, (increasing somewhat), and considerable openhandedness, 5-20% extreme and 55-65% medium. Appearance mostly good, with 4-10% medium scarring and bruising and 1-5% heavy. Fruit fresh in some cargoes, others with 10-15% age. About 10-20% of each cargo affected by speckling, including 1-2% medium to severe, also traces of leaf scar and slight maturity stain. Acid

injury, 2.3-3.0 medium to heavy at Boston, only traces at New York. No reports from Meloripe yet.

Lots of experimental fruit were received in most of the New York cargoes and detailed inspection reports were made by Mr. Slocum, the same as last month. Thin and thick Bonneau pads, as well as blanket wrappers have been used. On the Calamares-22, all the West Coast Produced fruit, or 2621 stems, were padded or blanketed, with the Bonneau padded showing up cleaner.

W. C. PURCHASED:

Varying amounts from 4000 to 17000 in nearly all cargoes. Percent ripens, 10.0-1.2, with the Abangarez-15, Boston, November 14th, making 20.6; very variable and erratic. Grade 0-2% full, 30-40% undergrade, not as bad as last month. Average weight of 9s, 58-67 lbs., where separate weights were obtainable. Quality variable, good to poor, with 20-30% shortfingeredness, including 10-15% extreme, also 0-5% extreme openhandedness, and 30-60% medium. Appearance also variable, good to poor, with 5-23% medium scarring and bruising and 3-12% heavy. 15-25% age in nearly all, same as last month. Trace to 3% spot, 10-20% speckled, including 1-5% severe and 1-3% medium to severe maturity stain, were found in practically all cargoes. Meloripe reported fair ripening for uniformity, evenness and color, on the first two cargoes of the month, with some slightly irregular and uneven, also 10-15% medium to heavy speckling and 2% heavy spot. They reported fair to good ripening on the Orotava-13, November 14th, however.

W. C. PURCHASED SPECIALS:

Small amounts of 1000-3000 in two Boston and three New York cargoes. Percent ripens, 4.9-14.0, higher than last month. Grade 0% full, 50-80% undergrade, extremely poor. Average weight of 9s, 58-60 lbs. Quality poor, due to 45-50% shortfingeredness, includ-

ing 20-30% extreme and much openhandedness. Appearance poor to good, variable, with 5-23% medium scarring and bruising, and 3-7% heavy. Traces of maturity stain, spot and speckling on New York cargoes, though 5-10% spot and speckling on Boston shipments. 20-25% age in each cargo. Very poor fruit, but none loaded into cars.

Cars carried green out of all cargoes, except on the Abangarez-15, on which ship some cars of West Coast Purchased (20.6) showed many 'turnings'. In general, Guatemala varieties carried very satisfactorily in cars this month at average brace temperatures, 57-59, mostly 58.

Out of about 550 cars loaded, we received on East Coast four complaints for "scarred, bruised & stem end rot"; on West Coast Produced, thirteen complaints for "badly scarred, spotted, dirty, and freckled on inside and outside of hands, also small, thin and poor"; on West Coast Purchased, eight complaints for "badly scarred, marked, dirty, bottom hands damaged, ripened soft and poor color, some turning, also poor ripening".

A few cars were shipped to Canada this month, out of several Guatemala cargoes.

GENERAL:

Ship deliveries are now being raised the day or night prior to discharge, dependent on condition of the fruit, so that pulp temperatures at discharge will be sufficiently warm to counteract the cold weather. Empty car temperatures are now down to 25-32°, as a result of cold weather the past few weeks, but despite raising pulp temperatures prior to discharge, and sufficient preheating, charcoal heaters have had to be installed generally in all cars leaving seaboard since November 25th.

R. B. TENKSBURY.

Antigua, Guatemala, 21 Dec 1940

Mr J N Kelley
New York

Dear Jack:

Yours of 27 November did not reach me until yesterday. Mail is usually slow in getting over here from La Lima.

I believe the barometer you have so kindly purchased for me is just the right thing. If you havent yet found an opportunity to send it to Guatemala, please hold it until you hear further from me. There seems to be a possibility that I may have to run up to Washn about the middle of January for a few days. The USDA has asked to borrow me for 2 months to assist on an agricultural survey of Cuba and I understand the Company may loan me, unless important Company work requires otherwise. I dont suppose I'll know for a couple of weeks yet. In any event, you did the right thing in holding the barometer there instead of sending it down with Bowman, as I dont know just when I shall get in contact with him now.

As regards the other one, the one I sent up with a kick regardings its accuracy or the lack thereof, they'll probably send it back to you, saying they have overhauled it and find it to be in satisfactory condition. My opinion is that this particular type of barometer is not good enough. If they will exchange it for a new one of the same type, so much the better. You can hold it for me along with the new one you have purchased.

I have been going over some of our lands on the West Coast recently and taking a look at the Panama disease situation down there. Also have seen something of the West Coast fruit and methods of

work wonders for it. I don't know how you feel, but it is my impression that this Division sometimes forces its grade a bit too hard, in an effort to get out more fruit.

Whether or not the Cuban job materialises, it looks as though we shall be leaving here about Jan 10 - 15 and may not get back to Guatemala for some months. We have had a fine streak of luck this year, in being able to headquarter at Antigua for so long a period. I have been running up and down to the coast pretty steadily of course, but Helen has been here at the house most of the time and we have done a good deal of fixing up, including the starting of a new garden in a piece of land which we have bought - a city lot - which adjoins our own place on the south.

The Rubber Survey Party of the USDA, with which I spent about three weeks' time, has now left here for southern points. They feel very hopeful about the possibilities on parts of the West Coast - but not down in the banana zone, that is, the dry area like Tiquisate. As you know, they have put a man at Lancetilla and are going ahead there in great shape. It is going to be a fine thing for Lancetilla, bringing it once more into the lime-light a bit.

Dunlap was over here for a week and we got around to see some of the interesting things. Mackinnon of Tiquisate has also been up here with us for some time, recuperating from an illness.

Best regards always, and again thanks for your interest in my barometers.

Sincerely,

New York, January 29, 1941

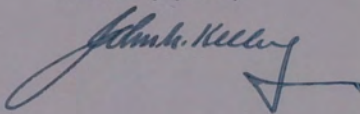
Dr. W. Popence
La Lima

I am attaching a copy of Mr. T. F. Ryan's letter to me of January 24 quoting letter received from the Taylor Instrument Company on the altimeter which you returned. As usual they have examined the instrument very, very carefully and again, as usual, they report finding nothing very much the matter with it. We have the instrument here, carefully packed just as it came from the Rochester factory and will hold here until you let us know what disposition you want made of it. The correction factor for temperature change mentioned in the last paragraph of the Taylor letter will be sent along to you as soon as received.

I am sending this letter to Mr. Wheeler of the Department of Agriculture, asking him to forward to you.

With best regards, and hoping that you will drop us a line soon and let us know your whereabouts, I am

Sincerely yours,

A handwritten signature in blue ink, appearing to read "John H. Kelley", with a large, stylized flourish at the end.

Enclosure

copy

copy

MEMORANDUM

Purchasing Department
New York
January 24, 1941

Mr. J. N. Kelley
New York

I quote below letter dated January 16, received from the Taylor Instrument Companies, pertaining to the altimeter returned by Dr. Wilson Popenoe for checking:-

"In accordance with our recent conversation, we are pleased to advise that the Factory found nothing radically wrong with the altimeter which we recently sent to the factory for checking.

When we returned this instrument to our Factory, we advised them that the instrument would not check with the altimeters in aeroplanes in which the user was a passenger. Our Factory advises that there is a difference between pressure altitude relationship and temperature used for engineering instruments and is different than that used for aviation instruments.

Engineering instruments that are used principally at ground levels, assume a standard temperature of about 50° and corrections have to be applied for temperatures over and above this. Instruments used in the aviation industry assume the correction for each 1000 feet using the lapse rate of 3° Fahrenheit per 1000 feet for the temperature density factor. Because of this there is a differential between the altitude pressure relation values for the two types of instruments.

We do not know whether or not the instrument which is being used is an engineering altimeter, compensated for temperature or not. Will you advise whether or not this instrument is compensated for temperature.

We are writing our Factory at Rochester, New York requesting that they send us the correction factor for temperature changes on the engineering instrument. As soon as they are in our hands we will forward them to you."

You will note that the New York office of Taylor has requested their factory to send them the correction factor for temperature changes on the engineering instrument and immediately upon receipt, this will be forwarded to you.

I am returning herewith the altimeter and it is my understanding that you will deliver it personally to Dr. Popenoe upon his visit to the States sometime during the coming month.

If we can be of further assistance to you in this connection, please do not hesitate to call upon us.

signed. T. F. Ryan
CRW

In reply refer to
C. R. Westphal

New Orleans, La., January 8th., 1941

Mr. J. N. Kalley:

This is the 57th summary of the ripening characteristics of the various varieties into the South for period week ending November 23rd. to January 4th.

BLUEFIELDS:

Regular fortnightly shipments of approximately 16,000 to 22,000 stems. All naturally ventilated cargoes, carried on Lysefjord and Idraet. Percent ripe and turning 25.0 to 41.9%, with decided increase in steamer ripes on Idraet cargoes. Wilted 85 to 90%.

Appearance: Generally Poor, with 20% scarred, including trace severe; Insect Injury 15 to 25%, including trace to 5% severe; Spotting 10%; Red Stain 0 to 15%. Our Ins pection: Scarring 4 to 8% medium, 1 to 3% heavy; Black Bee Injury index 14.8 to 16.8 - a slight decrease; Red Rust negligible; Maturity Stain index 10.0 to 13.5 - a slight increase; Spotting 9.8 to 19.5 - slight increase.

Quality: 15 to 20% Good, 40 to 45% Poor - a decided continued decrease in the poor quality. Grading 80 to 85% under desired grade, including 30 to 35% English cut and 5% thin; Short Fingered 20%, including trace to 5% severe; Openhanded 20 to 25%, including trace severe. Our Inspection: Grading 88 to 91% under desired grade, including 39 to 54% English cut and 2 to 3% thin - a continued improvement with less thin and English grade; Short Fingered 27 to 33% slight, 2 to 5% extreme - very slight improvement; Openhanded 49 to 50% slight, 22 to 31% medium, 1 to 4% extreme - a continued improvement. Average weight of 9's 49.8 to 53.5.

Carrying quality in cars good to fair for first and second day deliveries respectively.

Complaints:- 2 cars about 40% ripe and turning, with 25 stems with

1 to 3 hands crushed (Car temperatures too high to Fulton)

BARRIOS (WEST COAST PURCHASED):

One naturally ventilated shipment into Mobile, consisting of approximately 18,000 stems, carried with East Coast Guatemala - the first of this variety into the South since September. Percent ripe and turning 30.2% - ripens noticeable in short fingered and wilted bunches - wilted 36%.

Appearance: Fair, with 25% scarred, including 5% severe; 5% Red Stein; 10% Speckling and Blotch. Our inspection: Scarring 8% medium, 4% heavy; Maturity Stein index 9.3; Speckling & Blotch index 28.5; Spotting, Leaf Scar, Black Bee Injury, Sooty Mold, Red Rust negligible. Acid Injury 17% slight, 4% medium.

Quality: 35% Good, 0% Poor. Grading 65% under desired grade; Openhanded 20%. Our inspection: Grading 63% under desired grade, including 3% English cut; Short Fingered 42% slight, 5% extreme; Openhanded 23% slight, 7% medium. Average weight of 9's 70.7.

Carrying quality in cars good.

Complaints:- 1 car badly scarred, 1 car chilled, badly scarred (handling OK), 1 car arrived dead ripe, mashed and scarred (loaded select ripe Hvoslef-16, Mobile to Kansas City, handling OK), 1 car soft ripens - looked like shakers (Hvoslef-16 Mobile to Meridian, Miss. Handling OK)

CHANGUINOLA:

Fortnightly shipments up to December 16th., none since then, consisting of approximately 1,400 to 1,600 bunches, carried with Fortuna. Percent ripe and turning 9.9 to 19.8 - an increase. Wilted 60 to 70%, butt rot 10 to 15%. Temperature instructions to steamers 52 delivery until completion of loading at second port, then raise deliveries to 53.

Appearance: Generally Poor, with 15 to 30% scarred, including

trace to 10% severe; Red Stain 20%, including 0 to trace severe; Spotting 10 to 20%, including 0 to trace severe; Insect Injury 0 to 20%. Our Inspection: Scarring 8 to 16% medium, 2 to 8% heavy; Spotting index 11.5 to 34.5 - an increase; Black Bee Injury index 3.5 to 11.8; Red Rust index 14.5 to 32.8 - an increase; Maturity Stain index 9.5 to 19.3.

Quality: 35 to 50% Good, 0 to 10% Poor - an improvement. Grading 45 to 60% under desired grade, including 0 to 10% English cut; Openhanded 10 to 15%. Our Inspection: Grading 52 to 61% under desired grade, including 3 to 9% English cut - an improvement; Short Fingered negligible; Openhanded 48 to 54% slight, 6 to 15% medium, 0 to 1% extreme - a slight improvement. Average weight of 9's 73.3 to 77.9 - about the same.

Carrying quality in cars fair for short distance shipments.

Complaints:- None.

CHIRIQUI:

Regular weekly refrigerated cargoes for three weeks, then fortnightly arrivals at Mobile only. Percent ripe and turning 23.2 to 3.6 - an increase during November and early part of December, but a very decided improvement with the Abangarez-18, which discharged December 30th., making 3.6% ripe and turning, with 30% full 3/4 grade - age of fruit when loaded 10 hours - total age at discharge 170 hours, which would indicate that lighter grade and reduced age has had some bearing on this, also no abnormally soft fruit was reported. Tropical reports show weather clear and hot during the day and cool nights on last two cargoes, as compared with rainy weather prior to this, therefore we may expect this variety to be somewhat tender in the near future. Temperature instructions to steamers 52 delivery throughout voyage, 52 for 72 hours then raise deliveries to 53 and on the Orotava class 53 delivery throughout voyage.

Appearance: Good to Poor, mostly Fair, with 20 to 25% scarred, including 5% severe; Spotting 0 to 5%; Red Stain 10 to 20%. San Benito-22, December 4th. and Abangarez-18, December 30th., showed 50 and 25% of general and severe scarring due to acid injury, respectively. Our Inspection: Scarring 9 to 12% medium, 2 to 5% heavy, a slight continued increase; Maturity Stain index 7.0 to 18.5 - a decrease; Spotting index negligible to 8.5 - a decrease; Acid Injury 12 to 18% slight, 0 to 1% medium and 0 to 2% heavy - an increase; Red rust index 0.8 to 2.2 - a continued decrease and very slight; Speckling & Blotch index 5.0 to 10.3 - an increase; Leaf Scar, Black Bee Injury, Sooty Mold negligible.

Quality: 30 to 60% Good - an increase for period, however, Abangarez-18 showed 30% Good, none Poor, with reduced grade. Grading 45 to 70% under desired grade, including 0 to 5% full. Our Inspection: Grading 44 to 73% under desired grade, including 1 to 6% English cut and 0 to 3% full; short fingered 24 to 39% slight, 0 to 2% extreme; Openhanded 25 to 31% slight, 7 to 11% medium, 0 to 1% extreme - an improvement. Average weight of 9's 81.8 to 85.1 - an increase.

Carrying quality in cars fair to poor during November and early part of December, recent cargoes good.

Complaints:- 1 car fruit ripened soft (handling OK), 1 car ripened soft (handling ok), 2 cars appeared chilled (car handling OK - San Benito-22, carried at 52 account delay at Canal and tender fruit - steamer ripens 23.2%), 1 car poor quality, slow ripening, 1 car slow ripening, chilled (Manager inspected December 18th. and found 100 bunches unfit to sell account brown skin and unpalatable pulp - San Benito-22, car handling OK), 1 car ripened dull color, 50% chilled (San Benito-22, car handling OK), 1 car ripened dull color (San Benito-22 handling OK)

FORTUNA:

Two refrigerated cargoes weekly into New Orleans, with one additional naturally ventilated cargo during week ended January 4th. and one refrigerated ship-

ment carried with Limon week ended December 21st. Weekly refrigerated split cargoes into Charleston, with no arrivals during weeks ending December 7th. and January 4th, also two naturally ventilated cargoes into Jacksonville. Percent ripe and turning refrigerated steamers 0.6 to 3.6, naturally ventilated steamers 3.9 to 13.2. Temperature instructions to steamers 54 minimum delivery throughout voyage, excepting decks mixed with Chenguinols, 53 delivery throughout voyage. Charleston steamers instructed by New York office.

Appearance: Twenty-two cargoes Good, one Fair, with 5 to 25% scarred, including 0 to 5% severe; Red Stain 5 to 20%, including 0 to trace severe. Toloa-24 December 9th., showed 20% of general and severe scarring due to acid injury. Our Inspection: Scarring 1 to 12% medium and 0 to 4% heavy; Red Rust index 12.0 to 27.8 - a slight decrease; Maturity Stain index negligible to 6.8 - an increase; Acid Injury negligible, excepting Toloa-24, 13% slight, 1% medium and 1% heavy; Spotting, Leaf Scar, Black Bee Injury, Sooty Mold, Speckling & Blotch all negligible.

Quality: 35 to 60% Good and 0 to 10% Poor New Orleans cargoes, and 80 to 85% Good Jacksonville cargoes and 60 to 80% Good, 0 to 5% Poor Charleston cargoes. Grading 40 to 65% under desired grade, including 0 to 10% English cut and 0 to 5% full New Orleans cargoes, 10 to 15% under desired grade Jacksonville cargoes, and 20 to 50% under desired grade, including 0 to 5% English cut in Charleston cargoes; Short Fingered 10 to 25%, including 0 to trace severe New Orleans cargoes, 0 to 5% Charleston and Jacksonville cargoes; Openhanded 0 to 20%. Our Inspection: Grading 42 to 71% under desired grade, including 1 to 14% English cut, also 0 to 2% full - a decrease, however the grade of recent cargoes has been mostly about 50% full 3/4, with only a small percentage of English cut and there appears to be very little difference between the Cortes and Tela varieties; Short Fingered 7 to 26% slight, 0 to 2% extreme - a continued slight improvement; Openhanded 43 to 59% slight, 5 to 19% medium and 0 to 1% extreme - little change. Average weight of 9's 76.1 to 80.4 - a decrease.

Carrying quality in cars excellent, except Jacksonville ventilated cargoes fair.

Complaints:- 2 cars 50 to 75 stems ripe in each-bottoms badly meshed and bruised, some soft, appeared to have been carried too high (Cr. Ellis-24, Jacksonville - car temperatures carried high), 2 cars badly scarred, ripened poor appearance (Cr. Ellis-24, car temperatures OK) 1 car chilled - 43 inside (Cr. Ellis-24 car handling OK), 1 car arrived all ripe and turning (Cr. Ellis-24, unbilled handling OK) 1 car arrived all ripe and turning (Cr. Ellis-25 unbilled, handling OK), 1 car all ripe, cold also (Cr. Ellis-25, unbilled, handling OK) 1 car 1/3 ripe, cold also (Cr. Ellis-25, unbilled Handling OK), 1 car badly scarred, bruised and openhanded (Cr. Ellis-25), 1 car over-ripe, broken bunches, badly scarred (Cr. Ellis-25, handling OK), 1 car bottom heads chilled (handling OK) 1 car more or less excessive scar, 1 car unsatisfactory quality and condition, 1 car very poor, 1 car excessive side scar and red rust. Chicago trade still complaining about Cr. Ellis-25 Cortes, account chilled and badly scarred.

GUATEMALA (East Coast):

Two naturally ventilated cargoes only into Mobile, one carried with Barrios (West Coast Purchased). Percent ripe and turning 7.4 to 10.0% - wilted 15%.

Appearance: Fair, with 35% scarred, including 10% severe. 50% of general and severe scarring due to acid injury. Our Inspection: Scarring 7 to 10% medium, 3 to 6% heavy; Maturity Stain index 12.3 to 16.0; Spotting index negligible to 4.0; Red Rust index 2.0 to 7.3; Leaf Scar, Black Bee Injury, Sooty Mold, Speckling & Blotch negligible.

Quality: 30 to 35% Good, none Poor. Grading 65 to 70% under desired grade. Our Inspection: Grading 61 to 67% under desired grade, including 2 to 5% English cut, also 0 to 2% full; Short Fingered 27 to 29% slight, 0 to 2% extreme; Openhanded 23 to 30% slight, 6 to 11% medium. Average weight of 9's 78.3.

Carrying quality in cars good.

Complaints:- None.

JAMICA:

Regular weekly arrivals into Jacksonville, since week ending December 7th., all naturally ventilated cargoes. Percent ripe and turning 9.2 to 24.7% - wilted 20 to 75%, butt rot 0 to 20%.

Appearance: Poor to Fair, with 30 to 75% scarred, including 10 to 30% severe, also Gundersen-1, December 2nd., 15% bruised. Jacksonville also reports 0 to 15% ragged fruit; Speckling 5 to 15%, including 0 to 5% severe; Spotting 0 to 5%; Maturity Stain 0 to 5%.

Quality: 25 to 50% Good and 10 to 25% Poor, excepting Cubahama-3, December 31st. 70% Good, 0% Poor. Grading 20 to 60% under desired grade, Cubahama-3 cargo 15% under desired grade; Short Fingered 0 to 25%, including 0 to 10% severe; Openhanded 5 to 15%, including 0 to 5% severe. Average weight of 9's 51.3 to 57.4.

Carrying quality in cars good to fair.

Complaints:- 1 car fruit arrived over ripe and washed (handling OK), 1 car very poor quality, small fingered and badly scarred, 1 car washed, bruised and rotten and had to be trimmed in car while unloading (loaded ripe), 1 car 50% thin, openhanded and scarred, 1 car 150 turnings, wanted green delivery.

LIMON VARIETIES:

LIMON (Atlantic):

Weekly arrivals into New Orleans only, carried with San Juan and Turrialba varieties (No San Juan arrivals during weeks ending December 7th., and 21st.) Percent ripe and turning 5.4 to 12.1% - an increase - wilted 30 to 40%. Temperature instructions to steamers, reduce deliveries to 52, until returns reach 55, then raise deliveries to 53, except Talle class, 53 delivery throughout.

Appearance: Fair to Poor, mostly Poor, with 15 to 20% scarred, including trace severe; Spotting 10 to 20%, including 0 to trace severe; Red Stain

10 to 15%; Insect Injury 10 to 15%. Our Inspection: Scarring 1 to 5% medium, 0 to 2% heavy - a decrease; Spotting index 18.5 to 30.8 - little change; Black Bee Injury index 2.8 to 6.3 - slight decrease; Maturity Stain index 15.5 to 21.8 - a slight continued decrease; Leaf Scar, Red Rust, Blotch, Mottling negligible.

Quality: 40 to 45% Good, 5% Poor. Cargoes consistently uniform this respect. Grading 55 to 60% under desired grade, including 5% English cut; Short Fingered 10 to 15%; Openhanded 15 to 20%, including 0 to trace severe. Our Inspection: Grading 50 to 63% under desired grade, including 5 to 8% English cut - a slight continued decrease; Short Fingered 19 to 25% slight - little change; Openhanded 52 to 61% slight, 13 to 24% medium and 0 to 1% extreme - an improvement. Average weight of 9's 66.6 to 68.8 - no change (weighed with San Juan and Turrialba).

Carrying quality in cars good for three to four day deliveries.

Complaints:- 1 car 350 bunches thin and stale-scarred (inc. Turrialba).

LIMON (San Juan):

Shipments consisting of approximately 1,800 to 2,500 stems, a decrease of 700 to 1,000 stems, carried with Atlantic and Turrialba into New Orleans only. Percent ripe and turning 9.9 to 25.4% - no change, ripes being mostly from wilted fruit - this being 70 to 85% all cargoes. Age of fruit when loaded steamer approximately $3\frac{1}{2}$ to 4 days - when discharged 9 to 10 days. Temperature instructions to steamers same as for Atlantic.

Appearance: Fair to Poor, mostly Poor, with 15 to 35% scarred, including trace to 5% severe; Spotting 10 to 15%, including 0 to trace severe; Red Stain 15 to 25%; Insect Injury 0 to 15%. Our Inspection: Scarring 1 to 6% medium and 0 to 3% heavy; Black Bee Injury index 5.5 to 10.3; Red Rust index negligible to 5.0; Maturity Stain index 22.5 to 30.0 - slight decrease; Mottling index 7.3 to 13.0; Leaf Scar negligible.

Quality: 40 to 50% Good, 5% Poor - a decrease in Poor quality.

Grading 40 to 55% under desired grade, including 0 to 5% English cut; Openhanded 15 to 25%, including 0 to trace severe. Our Inspection: Grading 47 to 66% under desired grade, including 2 to 6% English cut - a slight decrease; Short Fingered 5 to 10% slight; Openhanded 51 to 64% slight, 10 to 31% medium, 0 to 2% extreme - a slight improvement. Average weight of 9's same as Atlantic.

Carrying quality in cars fair for short distance points.

Complaints:- 1 car scarred and thin.

LIMON (Turrialba):

Shipments consisting of approximately 2,200 to 3,200 stems - slight decrease - carried with Atlantic. Percent ripe and turning 3.6 to 8.3% - a continued decrease. Temperature instructions to steamers same as for Atlantic and San Juan.

Appearance: Fair to Good, mostly Fair, with 20 to 25% scarred, including trace to 5% severe; Spotting 10 to 15%; Insect Injury 0 to 10%. Our Inspection: Scarring 1 to 6% medium, 0 to 2% heavy - a slight decrease; Spotting index 5.0 to 8.8 - no change; Mottling index 4.4 to 8.8 - a continued slight increase; Black Bee Injury index negligible to 3.0; Leaf Scar negligible to 35% slight - an increase; Red Rust and Maturity Stain negligible.

Quality: 35 to 40% Good, 10 to 15% Poor. Grading 55 to 65% under desired grade, including 10 to 15% English cut; Short Fingered 15 to 25%, including 0 to trace severe. Our Inspection: Grading 53 to 70% under desired grade, including 8 to 20% English cut and 0 to 4% thin - a decrease; Short Fingered 17 to 35% slight, 0 to 2% extreme - a slight increase; Openhanded 12 to 34% slight, 0 to 2% medium. Average weight of 9's same as Atlantic and San Juan.

Carrying quality in cars good.

Complaints:- 1 car 350 bunches thin, stale and scarred (inc. Atlantic).

QUEPOS:

Regular weekly refrigerated cargoes into Galveston only, excepting no arrival during week ending December 7th. Percent ripe and turning 6.1 to 21.7%, a decided increase during the latter part of November and early part of December, however the last three cargoes have shown considerable improvement with the Orotava-15, January 2nd., 6.1%, due particularly, we believe to reduced age when loaded on board steamer. Wilted 15 to 20%. Temperature instructions to steamers 52 minimum delivery throughout voyage on Esparta class, 52 for 72 hours then raise deliveries to 53 on Abangarez class, 53 delivery throughout on Orotava class.

Appearance: Good to Fair, mostly Good, with 15 to 25% scarred, including 0 to 5% severe; Red Stain 0 to 5%; Spotting 0 to 5%; Acid Injury 0 to 5%. Our Inspection: Scarring 10 to 16% medium, 0 to 2% heavy - an improvement; Spotting index negligible to 6.3 - a continued decrease; Maturity Stain 6.8 to 11.3; Red Rust index negligible to 2.5; Leaf Scar, Black Bee Injury, Sooty Mold negligible; Acid Injury negligible to 12% slight 0 to 3% medium.

Quality: 65 to 75% Good, 0 to 5% Poor - a continued improvement. Grading 25 to 35% under desired grade, 0 to 5% full; Openhanded 20 to 30%, including 0 to 5% severe. Our Inspection: Grading 17 to 36% under desired grade, including 0 to 1% English cut, and 1 to 6% full - a continued improvement and very nice; Short Fingered negligible; Openhanded 42 to 60% slight, 13 to 29% medium, 2 to 4% extreme - this also an improvement. Average weight of 9's 86.7 to 88.7 - an increase.

This variety continued to improve in quality and grading, the only apparent outstanding defect being openhandedness, which also shows an improvement and can be considered one of our very best varieties at this time.

Carrying quality in cars Poor to Good, with the Castilla-19, which discharged November 22nd., carrying very poorly, the Esparta-17 on November 29th. and the Abangarez-17, December 13th., fair and balance of cargoes during December

good. We had 16 complaints for ripe and turning on the Castilla-19 cargo, which was 19 to 43 hours old when loaded and 232 hours old when discharged. There were also 3 complaints (unbilled cars) for ripe and turning and 4 complaints chilled (car handling OK) on Esparta-17. Kansas City trade complained about Quepos, Castilla-19, mostly ripe and turning, also Esparta-17 (trucks) ripens very bad and not first-class when received green. Say not given same selection as fruit loaded into cars.

POZO: (Purchased Quepos)

One shipment carried with Quepos on Castilla-19, November 22nd., consisting of 2,566 stems only. Percent ripe and turning 13.0 - 32% wilted. Temperature instructions to steamer same as for Quepos.

Appearance: Poor, with 25% scarred, including 5% severe; Spotting 15%; Red Stain 20%. Our Inspection: Scarring 16% medium, 2% heavy; Spotting index 21.8; Maturity Stain index 38.5; Red Rust index 2.5; Leaf Scar; Black Bee Injury; Speckling & Blotch negligible. Some fruit damaged by salt water.

Quality: 50% Good, 10% Poor. Grading 50% under desired grade; Short Fingered 5%; Openhanded 30%, including 5% severe. Our Inspection: Grading 40% under desired grade, including 1% English cut, also 4% full; Short Fingered 18% slight; Openhanded 48% slight, 32% medium and 5% extreme. Average weight of 9's 71.5.

Carrying quality in cars Poor.

Complaints:- None.

SANTA MARTA:

Regular weekly shipments (split cargoes with Eastern Division) into Charleston only, excepting week ending November 23rd. and carried with Sevilla variety. Percent ripe and turning 3.3 to 9.3% - a decrease. Temperature instructions to steamers issued by New York office

Appearance: Fair to Good, mostly Good, with 30 to 35% scarred, in-

cluding 0 to 5% severe; Spotting 0 to 5%.

Quality: 60 to 70% Good, 10 to 20% Poor. Grading 20 to 30% under desired grade; Short Fingered 5 to 25%, including 0 to 5% severe - an improvement; Openhanded 25 to 60%, including 5 to 15% severe. Average weight of 9's 59.3 to 60.8.

Carrying quality in cars good.

Complaints:- None.

SEVILLA:

Refrigerated weekly shipments into Charleston, carried with Santa Marta variety. Percent ripe and turning 6.5 to 20.2, with recent shipments showing considerable improvement, the Metzpan-18, discharged December 30th., made 6.5% ripe and turning. Temperature instructions to steamers same as for Santa Marta.

Appearance: Fair to Good, mostly Fair, with 30 to 40% scarred, including 0 to 5% severe. Zacapa-20, November 19th., showed 15% Acid Injury, this being the only cargo on which this has been reported.

Quality: 55 to 65% Good, 10 to 20% Poor - a decline and not quite as good as the regular Santa Marta, which according to our understanding is not sprayed and it would appear that the spraying has made little improvement in the quality of the Sevilla fruit. Grading 20 to 25% under desired grade; Short Fingered 5 to 25%, including 0 to 10% severe - an improvement; Openhanded 30 to 60%, including 5 to 10% severe. Average weight of 9's 61.6 to 64.6.

Carrying quality in cars good.

Complaints:- None.

EL HULE (All Rail shipments crossing at Laredo only)

LAREDO:

Weekly arrivals consisting of 7 to 11 cars. Condition on arrival at Nuevo Laredo (actual count from doorway inspection) 8 cars green, 56 cars three to eighteen turning. Messenger handling in Mexico appears to be satisfactory, with

cars arriving with good temperatures. Laredo reports stowage generally good, with some cars however somewhat irregular and too heavy. Bracing good, cars papered ends and doors and drips stuffed with paper.

Appearance: Fair with 10 to 25% scarred; Black Bee Injury trace; Speckling trace.

Quality: 55 to 60% Good, 5 to 10% Poor - an improvement. Grading 40 to 45% under desired grade, including trace English cut and trace to 5% full; Short Fingered trace to 5%; Openhanded 20 to 30%.

Complaints:- None.

GCD/EA

G. C. Dexter

c.c. Mr. C. E. Chadwick, Jr.

New Orleans, La., January 8th., 1941

Mr. J. N. Kelley:

A brief summary of the attached ripening characteristics report is as follows:

BLUESIELDS:

Regular fortnightly cargoes into New Orleans of approximately 16,000 to 22,000 stems, all naturally ventilated steamers, with considerable increase in steamer ripeness on S/S Idrast cargoes. The condition on December 21st. being 41.9% ripe and turning. Appearance continues generally poor, account some scarring, although this not heavy, black bee injury, maturity stain and spotting. Quality 15 to 20% good and continued to improve, account less poor fruit, also short fingered and openhandedness showed some improvement. Carrying quality in cars fair for first and second day deliveries.

BARRIOS (WEST COAST PURCHASED):

One naturally ventilated shipment only into Mobile, carried with Gustemala (East Coast), first of this variety into the South since September. Steamer ripeness excessive - 30.2%, noticeable in short fingered and wilted bunches. Appearance fair, account scarring, maturity stain, speckling and blotch and some acid injury. Quality 35% good, none poor, short fingeredness and openhandedness chief defects. Carrying quality in cars good.

CHANGUINOLA:

Fortnightly shipments of 1,400 to 1,600 bunches up to December 16th., none since then, carried with Fortuna. Steamer ripeness increased with 19.8% high, account wilted. Appearance generally poor, chief defects scarring, spotting, black bee injury and red rust. Quality 35 to 50% good, with some improvement in grading and openhandedness, which are chief quality defects. Carrying quality fair for short distance.

CHIRIQUI:

All arrivals at Mobile only. Steamer ripe 23.2% to 3.6% - an increase during November and early part of December, but decided improvement with the Abangrez-18, discharged December 30th., making 3.6% ripe and turning, with reduced grade and only 10 hours old when loaded - none abnormally soft, although this may be expected in the near future as Tropical reports show weather clear and hot during the day on last two cargoes. Carrying quality in cars good recent cargoes, fair to poor during November. Appearance generally poor, chief defects scarring, maturity stain, although latter showed a decrease. Quality 30 to 60% good, none poor - bunches somewhat openhanded, although this showing some improvement.

FORTUNA:

Fortuna continues to be about 50% good quality, with very little noticeable difference between the Tels and Cortes fruit. Grade about 50% under desired, with small percentage of English cut. Under grade and openhandedness chief defects. Appearance good and with the exception of some scarring and red rust, generally clean. Carrying quality good, except Jacksonville naturally ventilated cargoes, fair.

GUATEMALA (EAST COAST):

Two naturally ventilated cargoes into Mobile only, one carried with Barrios (West Coast Purchased). Appearance fair, account scarring, maturity stain and some acid injury. Quality 30 to 35% good, none poor. Chief quality defects under grade and some openhandedness and short fingeredness. Carrying quality in cars good.

JAMICA:

Weekly naturally ventilated cargoes into Jacksonville only. Steamer ripe high, carrying quality in cars fair. Appearance poor to fair, with some cargoes reported to be 30% severely scarred and Gundersen-1, December 2nd., 15% bruised, including 5% severe. Quality 25 to 50% good, 10 to 25% poor, chief de-

fects, under grade, short fingeredness and openhandedness. The quality of the Cubanema-3 cargo, discharged December 31st., all Bowden fruit, was 75% good, none poor. Average weight of 9's for period 51.3 to 57.4.

LIMON VARIETIES:

LIMON (ATLANTIC):

Weekly refrigerated cargoes into New Orleans only, carried with San Juan and Turrialba. Steamer ripeness increased and above normal, highest 12.1%. Carrying quality in cars good for three to four day deliveries. Appearance continues fair to poor, account accumulation of spotting, which is quite prominent, maturity stain, black bee injury and normal scarring. Quality from week to week is about 40 to 45% good, 5% poor, account under grade chiefly.

SAN JUAN:

Shipments of only 1,800 to 2,500 carried with Atlantic, this being a weekly decrease of 700 to 1,000 stems for period. Steamer ripeness high, mostly from wilted fruit (9-10 days old at discharge). Carrying quality in cars fair for short distance. Appearance poor, with chief defects scarring and maturity stain. Quality about 40 to 50% good, with chief defects under grade and openhandedness, finger length good.

TURRIALBA:

Weekly shipments of only 2,200 to 3,200 stems, a slight decrease. Steamer ripeness now only slightly above normal and fruit carrying good in cars. Appearance fair to good, no outstanding defects, although leaf scar beginning to be noticeable. Quality 35 to 40% good, 10 to 15% poor, account under grade, which decreased slightly and short fingeredness.

QUEPOS:

Weekly refrigerated cargoes into Galveston, with steamer ripeness high during latter part of November and early part of December, however, last three cargoes, with reduced age when loaded on steamer have shown considerable improvement.

in condition at discharge and carrying quality in cars. Appearance mostly good, with no outstanding defects, except possibly some scarring. Quality continues to improve, with 65 to 75% good, 0 to 5% poor and apparently a very nice grade and can be considered one of our best varieties. Chief defect openhandedness, which is still prominent, although showing some improvement. Many complaints of ripe and turning received on Castilla-19, discharged November 22nd., condition poor and fruit 19-43 hours old when loaded on steamer and 232 hours old when discharged.

POZO:

One small shipment of 2,566 stems only, carried with Quepos, on Castilla-19. Condition poor, carrying quality in cars poor; appearance poor, account scarring, spotting and maturity stain. Quality 50% good and 10% poor. Chief defect openhandedness.

SANTA MARTA:

Weekly arrivals (split cargoes) at Charleston and carried with Seville variety. Steamer ripes decreased and only a little above normal. Carrying quality in cars good. Appearance generally good, an improvement and quality 60 to 70% good, 10 to 20% poor, the poor quality apparently extremely short fingered and openhanded.

SEVILLA:

Steamer ripes showing considerable improvement in recent cargoes, with the Metapan-18, December 30th., making only 6.5% ripe and turning. Carrying quality in cars good. Appearance generally fair, the chief defects being scarring. Quality declined somewhat and apparently not quite as good as the regular Santa Marta, which according to our understanding is not sprayed.

EL RULO:

LAREDO: Weekly arrivals of 7 to 11 cars at Laredo only (none at El Paso, which was closed as a messenger station January 1st.) Condition on arrival, good to fair, however, messenger handling in Mexico appears to be satisfactory and cars

are arriving at the border with good temperatures. No complaints from trade. Laredo reports stowage generally good, however some cars irregular and heavy, bracing good, cars papered properly and drips stuffed with paper, which is satisfactory. There is apparently little change in the fruit, which is reported to be of fair appearance and quality 55 to 60% good, 5 to 10% poor. Bulk of this fruit still trucked out of Laredo.

GENERAL:

Due to strong market, unbilled fruit has been negligible. Chief trade complaints on November Quepos cargoes account poor carrying, and one Fortuna naturally ventilated cargo into Jacksonville.

GCD/EA

G. C. Dexter

c.c. Mr. C. E. Chadwick, Jr.

Dr. Wilson Poponoe:-
For your information.

J.N.K.

February 4th, 1941.

Mr. J. N. Kelley:-

Summary of Ripening Characteristics
of the various varieties into the East.

This covers all Eastern cargoes from January 2nd to 31st, inclusive.

CORTES-TELA:

Weekly arrivals into Boston and Baltimore, and two cargoes into New York. The last of this fruit into New York was on January 10th, since which Chiriqui has been substituted on the Friday arrivals. Of the nine cargoes, one was all Tela, five all Cortes, balance mixed. Deliveries, 56 on the Platano-Musa to New York, 54 on the others, except the Tanamo, which was carried at 53. On account of increasing ripeness the past two weeks into Boston, we are now giving all Charleston-Boston cargoes, instructions for 53 delivery. Percent ripeness, 0.9 to 8.2, much higher the past two weeks.

Grade 0% full and 20-40% undergrade, more irregular and slightly lighter, but satisfactory. Average weight of 9s, 77-78 lbs., quite constant.

Quality good to fair, with 2-7% extreme shortfingeredness and 2-10% extreme openhandedness.

Appearance good to fair, falling off the past few weeks, with 4-18% medium scarring and bruising and 2-3% heavy. Red rust about the same as last month, 4-10% medium to heavy on all cargoes. Leaf scar has appeared recently to the extent of 2-3% medium to severe on the past few cargoes; also, yellow tips are now evident with 4-5% quite noticeable on the Chirripo-2, Baltimore, January 27th. Some scattered dull color has been observed, as well as dried mud, indica-

tive of rainy weather. Acid injury, 1.7-1.9 medium to heavy at Boston, only traces elsewhere. The appearance generally was inferior to previous months. On advice that fruit in hatches Nos. 2 and 3 on the Carrillo-1, was damp from salt water spray and high winds during the latter part of the loading period, our observers at Charleston and Boston were on the lookout, but could find only a few stems seriously affected.

Meloriipe reported only fair ripening for uniformity, evenness and color; ripening has been rather uneven, slow and irregular, and on the Tivives-1, January 14th, they advise that the color was not the usual bright yellow on ripening. On the Carrillo-16, December 30th, split fingers were severe on uneven ripening fruit, but slight on the balance, but this is the only cargo since the Tela-22 November 25th, where peel splitting has been important enough to report. However, a series of experimental shipments to check the source of this trouble, will be initiated with the arrival of the Metapan-2 at Boston, February 3rd. Many mutilated and rotten fingers on the San Bruno-2, January 20th.

Cars carried green out of all cargoes, except on the latest Baltimore cargo, the Chirriipo-2, out of which ship, many 'turnings' showed up in the cars. It now appears that this fruit, showing more ripeness, is becoming somewhat tender. Very few cars have been shipped out of Boston, and all were within New England territory.

Out of about 600 cars loaded (or only about 32% of all cars loaded), we received seven complaints for "badly scarred, many bruised and mashed fingers, thin and openhanded"; two for "chilled, off color on bottom hands", and a general complaint of split fingers from a Baltimore jobber.

SANTA MARTA:

Three cargoes into Philadelphia and two into Boston, all being split with Charleston. Aside from the special lots of a few hundred stems in each cargo, for the Northern ports, practically all the Sevilla fruit was discharged at Charleston. The only exception was the Chirripo-1 at Boston, January 11th, with 2000 stems of Sevilla. Deliveries, 53 on all. Percent ripens on Santa Marta, 5.8 to 10.9, higher than last month.

Grade 0% full and 25-32% undergrade earlier in the month, but on the last two cargoes, especially the most recent arrival at Philadelphia, the Abangarez-2, January 30th, there was considerable improvement, with 5% full and 15-25% undergrade. Average weight of 9s, 65-72 lbs., same as last month.

Quality poor to fair, due to 40-50% shortfingeredness, 5-30% openhandedness, and more or less ragged throughout. The Telde-1 Philadelphia January 23rd, had some extremely poor fruit, possibly the aftermath of a recent blow down. The Abangarez-2 cargo, only one week later, however, was the best in many weeks. Practically all cars have been marked 'Special' by the Inspection Department.

Appearance variable, ranging from good to poor, with 15-23% medium scarring and bruising, and 1-6% heavy, while the Telde-1 was extremely bad, with 35% medium and 10% heavy. 50-75% age in the first two Philadelphia cargoes, but only 5% in the Abangarez cargo last Thursday. In general, much latex stain and point scar helped to mar the appearance, plus 10% speckled on the Telde-1. Stem end rot index, 21.8 and 26.3 on the first and last Philadelphia cargo, but very high on the Telde-1, 35.0, worst of any Santa Marta in months.

Meloriipe reported good ripening for uniformity, even-

ness and color on their two cargoes, though stem end rot quite bad, 2-5% heavy, and 5-10% medium.

Cars out of Philadelphia carried quite good at average brace temperatures, 58-59; only a few cars loaded on Boston cargoes and they were all confined to New England. No cars of Sevilla.

Out of about 80 cars loaded, we received one complaint for "very black at neck ends, several bunches broken with hands falling off", and five on the Telde-1, "extremely shortfingered, heavily scarred, excessive stem end rot and small".

SEVILLA:

About 2000 stems of Chirripo-1, Boston, January 11th. Percent ripe, 9.1. Grade 0% full, 25% undergrade. Quality quite good, with 10% shortfingeredness and 5% openhandedness. Appearance only fair, with 20% medium scarring and bruising and 5% heavy. Acid injury, 1.5 medium; also 10% stem end rot. Meloripe reported good ripening for uniformity, evenness and color, though stem end rot very serious on slow ripening fruit.

Experimental shipments of from 264-597 stems of Sevilla, specially stowed in tropical railway cars, were made in each Boston and Philadelphia cargo, for comparison with the regular cargo, regarding scarring and bruising. Separate reports were made on each shipment and in general, there was much less medium to heavy scarring on this special fruit, and better quality than the regular cargo. However, on the Telde-1, which had two lots of specially handled fruit, they showed 23 and 38% medium scarring, 3 and 13% heavy, almost as bad as the regular cargo, which was quite poor in all respects. The Meloripe reported good ripening on this special fruit, that it cut up well, showed only slight scarring and very little stem end rot.

GUAYAQUIL:

Weekly arrivals of Grace Line steamers into New York, except on the week of January 20th. Deliveries 52.

<u>Date</u>	<u>Steamer</u>	<u>% Ripes</u>	<u>Age</u>
1/7	S. Ana-1	5.3	15
1/14	S. Lucia-1	4.8	15
1/28	S. Elena-1	15.8	25

Condition good on the first two cargoes. The Santa Elena showed increased ripes, due to a much fuller grade, probably the result of a lapse in loadings at Guayaquil.

Grade 5-8% full and 15-25% undergrade on the first two cargoes, but 12% full and 13% undergrade on the last one, generally better than last month. Average weight of 9s, 79 lbs., heavier.

Quality good, with no shortfingeredness, though 35-45% medium openhandedness.

Appearance fair to good, with 14-18% medium scarring and bruising and 6-7% heavy. Only traces of red rust, maturity stain and latex stain. Butt rot, 3% heavy and 25-28% medium.

Cars carried quite good, on the first two cargoes, but only fair on the Santa Elena, with average brace temperatures, 56-57.

Out of 50 cars loaded, we received two complaints for "slightly chilled" and three for "scarred, red discoloration and stem end rot."

GUATEMALA:

Twice weekly into New York, and only one arrival into Boston, the La Perla-22, January 2nd, since discontinued at that port.

A total of ten cargoes, all mixed with East Coast, West Coast Produced or Purchased, but the amounts of East Coast have been negligible, due undoubtedly to the blowdown at the end of December. Deliveries 53 on the La Perla and Calamares, 54 on all the mail ships.

E. C. PRODUCED:

Mostly amounts from 1000-5000 stems in each cargo. Percent ripe, 1.3-6.5. Grade 0-3% full, 17-40% undergrade, very irregular and much lighter than last month. Average weight of 9s, 79-76 lbs., lighter. Quality only fair, inferior to previous months, due to 5-10% shortfingeredness and 5-20% extreme openhandedness. Appearance, on the other hand, better than last month, with 13-4% medium scarring and bruising, and 5-1% heavy, a steady improvement for the better each week. All cargoes appeared fresh. Traces of red rust, maturity stain and latex stain, with some cargoes showing 1-2% medium leaf scar. Acid injury, 3.1 medium to heavy on the Boston cargo, trace to slight on New York cargoes, except for 1% medium on Veragua-1, January 6th. Meloripe reported good ripening for evenness, but good to fair for uniformity and color - stem end rot increased on slow ripening fruit - speckling, 5% heavy and 5% medium.

W. C. PRODUCED:

5000-15000 stems in each cargo. Percent ripe, 4.3-8.9. Grade 0-3% full, 25-40% undergrade, light, but on the two most recent arrivals at New York there has been a decided pickup, with 5-8% full, and only 12-15% undergrade. Average weight of 9s, 72-76 lbs., about the same as last month. Quality variable, mostly fair, with some very light grade and shortfingered on the Talamanca-1, January 20th, yet, on the January 27th and 30th cargoes, the quality was much improved. Shortfingeredness, 3-15% in each cargo, with 5-10% extreme

openhandedness and 40-70% medium. Of all the Guatemala varieties, openhandedness is most noticeable in the West Coast Produced. Appearance continues very good, with 50-62% clean, 4-9% medium scarring and bruising, and 0-2% heavy. Fruit has appeared fresh, same as in the East Coast. Traces of maturity stain, thrips injury and acid injury. Speckling the only scarring factor, with 1-2% medium to heavy in all cargoes, not as severe as last month, however. Meloripe reported good ripening for uniformity, evenness and color on their single cargo; speckling, 5% heavy and 5% medium.

W. C. PURCHASED:

12000-21000 in nearly every cargo, making up the majority in some cargoes. None in Boston cargo. Percent ripens, 3.8-8.4. Grade 0-5% full, 25-40% undergrade, mostly on the light side. Average weight of 9s, 68-72 lbs., as combined with West Coast Produced. Quality variable, but mostly fair, with 10-20% shortfingeredness, 1-3% extreme openhandedness and 25-55% medium. Appearance only fair, with 12-17% medium scarring and bruising and 4-8% heavy. 15-40% age in all cargoes. Maturity stain quite prevalent, with 3-5% medium to severe in nearly all cargoes, also traces of spot, speckling and latex stain, together with dirty fruit scattered throughout. The color of this variety is not fresh looking and some of it has the appearance of dull and chilled.

Cars carried quite green out of all cargoes at average brace temperatures, 57-59.

Out of about 400 cars loaded, we received on the East Coast - one complaint for "much fruit on the turn", five complaints for "red rust and scarred" and two for "very uneven ripening, not a clear color and much scarred"; on West Coast Produced - seven

complaints for "small, thin, and badly scarred"; on West Coast Purchased - five complaints for "scarred, spotted, dirty, bruised, stem end rot, ripened black", one for "ripened at moderate temperatures, yet soft", and one for "considerable chilled". (Car temperatures in transit very favorable.)

CHIRIQUI:

Two cargoes into Philadelphia, the Darien-1 and Irióna-1, January 9th and 16th, respectively, since discontinued there, and weekly Friday cargoes into New York, starting January 24th, supplanting Cortes-Tela. Four cargoes altogether. This is the first Chiriqui fruit into the East since the Parismina into Boston last July, which happened to be the only one in the entire East in 1940. Deliveries 52, on the first cargo, Darien-1, on account of the long haul, the ship, and the uncertain carrying quality of the fruit; 52 til 54, then 53 on the Irióna, and now, 53 til 55, then 54 on the Musa-Platano, due to the green outturn on the Irióna. Percent ripes, 5.4 on the Darien, 2.2 on the Irióna, and only 1.0-0.9 on the Platano-Musa, respectively.

Grade 0% full, 35-55% undergrade, irregular and on the light side, but in view of the seasonal tenderness and 'soft' fruit noted at the loading port, a heavier grade probably could not be shipped at the time, without incurring many more ripes. The very satisfactory finger length and large sizes greatly offset the lack in grade. Average weight of 9s, 79-76 lbs.

Quality mostly fair, due to 10-15% extreme openhandedness and generally light grade; finger length good.

Appearance fair to good, with 22-10% medium scarring and bruising, and 0-3% heavy. About 75% of the Darien cargo at discharge, showed eight tree age, and slight softening of the pulps which

probably accounted for so many complaints on this ship. The cargoes since have shown less tree staleness, 25-35%. Slightly sluggish bleeding has been noted in each cargo, however, and the percentage of tree stale has had a pale, sickly green cast. The most recent arrival, the Musa-2, last Friday, was the best so far, as the fruit was fresher looking, had slightly better color, bled more freely, was not 'soft or spongy' and showed no discoloration under the peel. Butts in all cargoes generally sound and firm - many bottom hands trimmed off in the tropics. Traces of sooty mold, leaf scar, latex stain, acid injury and leaf scar.

Cars carried mostly green at average brace temperatures of 58 and 59.

Out of about 450 cars loaded (134 each on the Platano and Musa) we have received one complaint for "150 stems turning and soft", one for "many bruised bottom hands", two for "bottom hands cut off nearly every stem" (tropical) and twenty-one (practically all on the Darien-1) for "dull, poor color, and badly chilled", with 'soft' pulps mentioned in many of these complaints. The Philadelphia and Cleveland trade complained generally of poor color and chilled fruit on the Darien-1. Sample hands from jobbers' rooms in Philadelphia, out of the Darien-1, were sent to New York and they showed definite brown pigmentation under the peel. Some jobbers reported firm pulps on ripening, while others reported 'soft' pulps, though ripened at similar temperatures. However, they report that the Iriona cargo ripened slightly better, and so far out of the Platano-1, the first New York cargo, January 24th, not a complaint has been registered for "poor color, chilled or soft".

QUEPOS:

First of this variety ever into the East on January 13th, San Benito-1, to Philadelphia, followed by weekly arrivals to that port, and one cargo into New York - Zacapa-1, January 17th. Altogether, four cargoes. Deliveries 52 til 54, then 53, on account of the ten day voyage. Percent ripen, 7.7-4.1, quite good.

Grade 0-5% full, 10-22% undergrade, mostly uniform full three quarter. Average weight of 9s, 78-80 lbs.

Quality good, with practically no shortfingeredness, though 5-10% extreme openhandedness.

Appearance good to fair, with 14-25% medium scarring and bruising and 4-0% heavy. Only 5-10% age in each cargo - fruit appeared mostly fresh. At discharge the color was good, with no indication of dull or poor color, nor discoloration under the peel; no soft green. Traces of maturity stain, latex stain and acid injury; quite a bit of spray residue and 1% medium acid injury on the Zacapa-1. Butts generally good, though many mutilated hands and fresh breaks.

Cars carried quite good at average brace temperatures, 56-59, general average 57½.

Out of about 260 cars loaded, (all Quepos) we received twenty-five complaints for "badly scarred, ripened soft, poor color, chilled and over refrigeration". Also general complaints from most Eastern branches for "chilled, poor, gray color" on cars out of the Zacapa-1 and San Benito-1. Philadelphia jobbers reported that some fruit came along good, but everywhere there was a scattering of "chilled" appearance; some reported "soft, watery pulps" on the La Perla-1, Philadelphia January 27th.

POZO:

About 2000 stems in the Zacapa-1 and San Gil-1. Percent ripe, 15.2-16.8, condition poor. Generally stale and much age throughout. Ripes also to full grade. Grade 10-20% full and only 10% undergrade, too full to carry satisfactorily. Quality very good. Appearance fair to poor, much worse than Quepos, with 23% medium scarring and bruising, and 13% heavy, also much dirty. 15% maturity stain, including 2% severe, also some dull color. In general, very poor fruit for condition and appearance, and very difficult to handle at Eastern ports. No cars loaded, all going into local New York and Philadelphia territory. All Philadelphia jobbers, who purchased this fruit, say it ripened with a chilled appearance, and some of it rotted, failing to ripen at all, causing a total loss.

R. B. TENKSEURY

New Orleans, La., February 6th., 1941

Mr. J. N. Kelley:

This is the 58th summary of the ripening characteristics of the various varieties into the South for period week ending January 11th., to February 1st.

BLUEFIELDS:

Regular fortnightly shipments of approximately 12,000 to 14,000 stems into New Orleans only. All naturally ventilated cargoes, carried on Nicaragua and Hibuerras. Percent ripe and turning 21.4 to 24.0% - a decided decrease over cargoes carried on Idraet last period - wilted 60 to 75%.

Appearance: Generally poor, with 25% scarred, including trace to 5% severe; Insect Injury 25 to 30%, including 5% severe; Spotting 10%; Red Stain 10%.

Our Inspection: Scarring 3 to 7% medium, none heavy - an improvement and very free from mechanical scarring; Black Bee Injury index 14.5 to 15.0 - no change; Red Rust negligible; Maturity Stain index 7.5 to 8.3 - a slight decrease; Spotting index 6.3 to 18.0 - a very slight decrease.

Quality: 0 to 10% Good, 50 to 80% Poor - a very decided increase in poor quality fruit. Grading 90 to 100% under desired grade, including 40 to 60% English cut and 5 to 10% thin; Short Fingered 20 to 35%, including 0 to 5% severe; Openhanded 20 to 35%, including trace to 5% severe. Our Inspection: Grading 91 to 98% under desired grade, including 49 to 70% English cut and 2 to 9% thin - a decrease account more English and thin grade fruit; Short Fingered 16 to 34%, including trace to 2% extreme - little change; Openhanded 44 to 49% slight, 33 to 35% medium and 4 to 5% extreme - an increase. Average weight of 9's 52.0 to 54.7.

Carrying quality in cars good for first morning and fair for second morning deliveries.

Complaints:- None.

CHIRIQUI:

Regular weekly refrigerated cargoes into Mobile, excepting no arrival during week ending February 1st., as a Quepos cargo was substituted. Percent ripe and turning 5.3 to 6.5% - wilted negligible. Temperature instructions to steamers, reduce deliveries to 52 for 72 hours, then raise deliveries to 53, also reduce deliveries to 53 and maintain.

Appearance: Generally Good to Fair, mostly Fair, with 20 to 25% scarred, including 5% severe; Red Stain 0 to 5%. Argual-1, January 21st. showed 25% of general and severe scarring due to acid injury. Our Inspection: Scarring 10 to 11% medium, 4 to 5% heavy - a slight continued increase; Maturity Stain index 6.8 to 11.5 - a slight continued decrease; Spotting index 6.5 to 7.3; Red Rust, Leaf Scar, Black Bee Injury, Sooty Mold negligible. Acid injury negligible to 13% slight, 0 to 1% medium.

Quality: 30 to 35% Good, 0 to 5% Poor - a decrease. Grading 65 to 70% under desired grade, including 0 to 5% English cut; Openhanded 0 to 20%. Our Inspection: Grading 64 to 70% under desired grade, including 6 to 7% English cut - a decrease; Short Fingered 28 to 31% slight, 0 to 1% extreme - little change; Openhanded 23 to 34% slight, 7 to 10% medium, 0 to 1% extreme - little change. Average weight of 9's 79.7 to 79.8.

Carrying quality in cars good.

Complaints:- None.

FORTUNA:

Two refrigerated cargoes weekly into New Orleans and weekly arrivals (mixed cargoes) into Charleston. Percent ripe and turning 1.2 to 9.5% - a decided increase on cargoes discharged January 30th. at both New Orleans and Charleston. New Orleans cargoes showed 5 to 9% yellow tipped or sun burned and some of the ripers were abnormally soft, this covered in special report. Temperature instructions to steamers 54 minimum delivery and 53 minimum delivery throughout.

Appearance: Good, with one exception, Fair. Scarring 15 to 25% scarred, including 0 to 5% severe; Red Stain 5 to 20%, including 0 to trace severe. Our Inspection: Scarring 2 to 8% medium, 0 to 2% heavy; Red Rust index 10.8 to 24.8 - a continued slight decrease; Maturity Stain, Spotting, Leaf Scar, Black Bee Injury, Sooty Mold, Speckling and Blotch, Acid Injury negligible. Yellow tipped or sun burned 5 to 9%.

Quality: 30 to 45% Good, 5 to 10% Poor - a decline. Charleston reports 55 to 70% Good, None Poor. Grading 50 to 70% under desired grade, including 5% English cut, Charleston reports 30 to 60% under desired grade; Short Fingered 5 to 20%; Openhanded 10 to 25%, including 0 to trace severe. Our Inspection: Grading 58 to 74% under desired grade, including 3 to 11% English cut - a decrease; Short Fingered 2 to 9% slight - a decided decrease; Openhanded 44 to 54% slight, 9 to 17% medium - little change. Average weight of 9's 77.8 to 80.0.

Carrying quality in cars good, with the exception of cargoes discharging since January 30th., only fair.

Complaints:- 1 truck poor, heavy scar, small and immature, 1 car excessive scarring and bruising.

JAMICA:

Regular weekly arrivals into Jacksonville, all naturally ventilated steamers. Percent ripe and turning 13.9 to 34.4% - very variable. Wilted 30 to 75%; Butt Rot 10 to 20%.

Appearance: Fair to Poor, mostly Poor, with 25 to 40% scarred, including 10% severe, also 15 to 25% ragged fruit; Spotting, Acid Injury, Maturity Stain, Speckling all show 0 to 5%.

Quality: 25 to 65% Good, 5 to 25% Poor. Grading 20 to 40% under desired grade, including 5% English cut; Short Fingered 5 to 25%, including 0 to 15% severe; Openhanded 10%, including 5% severe. The Crawford Ellis-1 cargo,

discharged January 13th., was far superior to others in condition, quality, grade and appearance, also average weights. Average weight of 9's 48.6 to 57.8.

Carrying quality in cars generally fair.

The Cadmus-1, discharged at Jacksonville January 27th., showed 3% slightly chilled and samples received at New Orleans, showed in our opinion medium to trace wind chilled, this covered in separate report to Mr. Kelley.

Nine complaints for appearance and quality were received as noted below:

Complaints:- 1 car badly scarred and black, broken bunches, loose hands and very poor grading, 2 cars much of this fruit should have been considered specials, account considerable scarred, bruised and openhanded, 1 car small, badly scarred, dirty, many broken bunches, 1 car very badly scarred, dirty and small fingered, 4 cars complained about 8 to 10 bunches each car practically entirely burnt black, appearance of salt water burn.

LIMON VARIETIES:

ATLANTIC:

Weekly arrivals into New Orleans only, carried with San Juan or Turrielba, or both. Three refrigerated cargoes, percent ripe and turning 9.2 to 14.4% - wilted 30 to 40%. One naturally ventilated cargo 32.6% ripe and turning - 55% wilted. Temperature instructions to steamers, reduce deliveries to 52 until returns reach 55, then raise deliveries to 53.

Appearance: Fair - an improvement, with 20 to 25% scarred, including trace to 5% severe; Spotting 10 to 15%; Red Stain 5 to 15%; Insect Injury 0 to 10%.

Our Inspection: Scarring 1 to 4% medium, 0 to 3% heavy; Spotting index 11.5 to 16.0 - a decided decrease; Black Bee Injury index 2.8 to 7.8 - little change; Maturity Stain index 9.0 to 13.3 - a slight continued decrease; Leaf Scar, Red Rust, Mottling, all negligible.

Quality: 30 to 45% Good, 5% Poor. Grading 50 to 65% under desired grade, including 5% English cut; Short Fingered 15 to 20%; Openhanded 10 to 20%.
Our Inspection: Grading 53 to 66% under desired grade, including 4 to 8% English cut - little change; Short Fingered 19 to 20% slight - little change; Openhanded 44 to 53% slight, 12 to 22% medium, 0 to 1% extreme - a slight continued improvement. Average weights of 9's 62.1 to 66.9 (weighed with San Juan and Turrialba) 67.1 (weighed with San Juan).

Carrying quality in cars good.

Complaints:- 1 car poor quality, badly scarred, 1 car poor quality, badly scarred (including Turrialba), 1 car poor quality, badly scarred and unsatisfactory.

SAN JUAN:

Two refrigerated shipments of approximately 2,800 to 3,000 stems, carried with Atlantic and Turrialba into New Orleans only. Percent ripe and turning 17.2 to 32.7% - an increase and excessive, being mostly from wilted fruit, this being 75 to 85%. Temperature instructions to refrigerated steamers same as Atlantic.

Appearance: Poor, with 25% scarred, including 5% severe; Spotting 10 to 15%; Red Stain 10 to 15%; Insect Injury 0 to 15%. Our Inspection: Scarring 4 to 5% medium, 2% heavy; Black Bee Injury index 7.5 to 10.3 - little change; Red Rust index 2.5 to 6.0 - little change; Maturity Stain index 19.0 to 21.8 - a continued slight decrease; Mottling index 15.0 to 16.0 - a slight increase.

Quality: 30 to 55% Good, 5% Poor - a decline. Grading 45 to 65% under desired grade, including 0 to 5% English cut; Openhanded 25%. Our Inspection: Grading 47 to 62% under desired grade, including 2 to 7% English cut - little change; Short Fingered negligible to 5% slight; Openhanded 52 to 56% slight, 12 to 25% medium - a continued slight improvement. Average weight of 9's same as Atlantic.

Carrying quality in cars fair for short distance points.

Complaints:- None.

TURRIALBA:

Weekly arrivals into New Orleans only, carried with Atlantic and some cargoes with San Juan. Three refrigerated shipments, percent ripe and turning 5.6 to 10.4% - a slight increase. One naturally ventilated shipment, 21.4% ripe and turning. These shipments consisted of from approximately 1,300 to 2,500 stems - a continued decrease. Temperature instructions to steamers same as Atlantic and San Juan.

Appearance: Fair to Good, mostly Fair, with 20 to 25% scarred, including trace to 5% severe; Spotting 5 to 10%; Insect Injury 5 to 10%. Our inspection: Scarring 2 to 7% medium, none heavy - a continued decrease; Spotting index 4.0 to 8.5 - little change; Mottling index 4.8 to 10.3 - a continued slight increase; Black Bee Injury index 1.3 to 4.0 - little change; Red Rust, Maturity Stain negligible; Leaf Scar 12 to 29% slight - a slight increase.

Quality: 20 to 35% Good, 15 to 20% Poor - a decline. Grading 55 to 75% under desired grade, including 10 to 20% English cut; Short Fingered 15 to 20%. Our inspection: Grading 65 to 77% under desired grade, including 12 to 18% English cut and 0 to 2% thin - a continued decrease; Short Fingered 16 to 20% slight - an improvement; Openhanded 11 to 21% slight, also an improvement.

Average weight of 9's 58.5 to 63.5.

Carrying quality in cars good.

Complaints:- 1 car poor quality, badly scarred (including Atlantic), 1 car complained 150 bunches of 8's not Limon, but Turrialba.

QUEPOS:

Regular fortnightly refrigerated cargoes into Galveston and one into Mobile. The Mobile cargo contained approximately 6,000 stems of Pozo variety. Percent ripe and turning 9.8 to 10.6% on the Esparta and 4.5% on the Oroteva. Temperature instructions to steamers, Esparta 52 delivery throughout and Oroteva 53

delivery throughout. Wilted 8 to 17%.

Appearance: Fair to Good, mostly Good, with 25 to 30% scarred, including 5% severe; Acid Injury 0 to 5%. Our Inspection: Scarring 9 to 27% medium, 2 to 5% heavy - a slight increase; Spotting index negligible to 5.5 - a slight continued decrease; Maturity Stain index 5.8 to 6.8 - a slight decrease; Red Rust, Leaf Scar, Black Bee Injury, Sooty Mold, Blotch all negligible. Acid Injury 3 to 14% slight, 0 to 3% medium - little change.

Quality: 40 to 70% Good, 0 to 5% Poor - a decline. Grading 30 to 55% under desired grade; Openhanded 20 to 25%, including 0 to 5% severe. Our Inspection: Grading 34 to 63% under desired grade, including 1 to 5% English cut, also 0 to 1% full - a decrease; Short Fingered 0 to 20% slight; Openhanded 29 to 47% slight, 13 to 29% medium and 2 to 4% extreme - little change. Average weight of 9's 78.0 to 83.2 - a decrease.

Carrying quality in cars fair Orotava cargoes, fair to poor Esperita cargoes.

Twelve complaints account condition, four complaints account chilling and ripening off color, as noted below.

Complaints:- 1 car ripe and turning, some mashed, 1 car soft, badly bruised and scarred, 1 car all ripe and turning, soft, mashed and bruised, 7 cars turning, soft, mashed and bad color (handling OK), 2 cars 1/2 ripe and turning, 1 car some chilled (loaded ripe), 1 car some chilled (mixed spl. turning and ripe), 1 car some chilled, 1 car 1/2 ripe and turning, 100 stems showed severe chilling when ripe. Some complaints received account off color, ripening inspection shows fruit ripening a dull grayish yellow somewhat the appearance of chilled fruit. On the other hand most of the Quepos appears to be ripening with good color.

POZO: (Purchased Quepos)

One refrigerated shipment into Mobile, of a approximately 6,000 stems, carried with Quepos, 60.9% ripe and turning - wilted 61%. Age when loaded 44 to

68 hours - age at discharge 231 hours. Temperature instructions to steamers, 52 delivery throughout.

Appearance: Fair, with 30% scarred, including 5% severe; Red Stain 20%. Our Inspection: Scarring 18% medium, 9% heavy - an increase; Maturity Stain index 20.3 - a decrease; Red Rust index 2.5 - no change; Spotting index 4.0 - a decided decrease; Leaf Scar, Sooty Mold, Speckling and Blotch negligible. Acid Injury 19% slight, 5% medium, 1% heavy - an increase.

Quality: 70% Good, -an improvement. Grading 30% under desired and 5% full; Openhanded 10%. Our Inspection: Grading 38% under desired grade and 9% full - an increase in the percentage of full grade; Short Fingered 33% slight, 2% extreme - an increase; Openhanded 29% slight, 12% medium, 2% extreme - an improvement. Average weight of 9's 78.3.

Carrying quality in cars Poor, in fact one car loaded green, showed 75 turning before leaving seaboard.

Complaints:- None.

SEVILLA:

Regular weekly refrigerated shipments (mixed cargoes) carried with Santa Marta into Charleston. Percent ripe and turning 8.1 to 11.1% an improvement - wilted 20%. Temperature instructions to steamers issued by New York office.

Appearance: Fair to Good, mostly Fair, with 15 to 35% scarred, including 0 to 10% severe.

Quality: 75 to 80% Good, none Poor - a decided improvement and now better than Santa Marta variety. Grading 20% under desired grade - a slight improvement; Short Fingered 0 to 10% - a decided continued improvement; Openhanded 15% - a very decided improvement. Average weight of 9's 67.4 to 69.2 - a decided increase.

Carrying quality in cars generally good.

Complaints:- 1 car kerosene on floor throughout, causing strong odor, may effect fruit, car appeared to have recently had floor reinsulated with some ma-

terial resembling tar, 1 car claim to be filed account fruit arrived all turning, some mashed.

SANTA MARTA:

Three refrigerated shipments (mixed cargoes) into Charleston and carried with Sevilla variety. Temperature instructions to steamers, same as Sevilla.

Appearance: Fair to Good, mostly Good, with 25 to 30% scarred.

Quality: 70 to 75% Good, 0 to 5% Poor - an improvement. Grading 25% under desired grade - little change; Short Fingered 10 to 20%, including 0 to 5% severe - little change; Openhanded 20 to 30%, including 0 to 10% severe - an improvement. Average weight of 9's 62.2 to 63.1 (an increase).

Carrying quality in cars generally good.

Complaints:- None.

EL HULE: (All rail shipments crossing at Laredo only)

LAREDO:

Weekly arrivals of 11 to 3 cars. Condition on arrival at Nuevo Laredo (actual count from doorway inspection) 3 cars green, 27 cars 2 to 15 turning. Wind chilled and slow bleeding fruit were reported on the 4 shipments crossing during the period, the severity of which was as follows: Shipment-1, wind chilled 5 to 25%, slow bleeding 10 to 30%; Shipment-2, wind chilled 20 to 40%, slow bleeding 30 to 65%; Shipment-3, wind chilled 5 to 15% slight, balance slow bleeding; Shipment-4, slow bleeding 10%. Messenger handling at Mexico appears to be satisfactory, with cars arriving with good temperatures. Laredo reports cars sppered ends and doors, bracing good and stowage generally good.

Appearance: Fair, with 10 to 20% scarred; Black Bee Injury trace.

Quality: 40 to 50% Good, 10 to 20% Poor - a decline. Grading 45 to 50% under desired grade, including 5% English cut - a decrease; Short Fingered Trace to 10%; Openhanded 25 to 35%.

Five complaints received on fruit trucked, account chilling, appar-

ently this some of the wind chilled and dried out fruit reported on arrival at Laredo.

Complaints:- 1 car, examined by Mr. Esch and found to be 20% chilled (Laredo reported 15% wind chilled), 1 trucked from Laredo and arrived chilled, Manager found slight to severe chill (Laredo reported 25% wind chilled), 1 trucked, 300 stems ripe and turning, about 200 of them over ripe, mashed and worthless, 1 trucked 75 bunches ripe, much wind chilled, 1 trucked 100 bunches ripe, 1/2 fruit wind chilled, 1 trucked, unable to haul 250 bunches from this car, account too ripe to load on truck.

GCB/EA

G. C. Dexter

c.c. Mr. C. E. Chadwick, Jr.

New Orleans, La., February 6th., 1941

Mr. J. N. Kelley:

A brief summary of the attached ripening characteristics report is as follows:-

BLUEFIELDS:

Regular fortnightly naturally ventilated cargoes of approximately 12,000 to 14,000 stems, making high ripe percentages, but a decided decrease over cargoes carried on the Idreset last period. Appearance generally poor, with chief defects black bee injury, maturity stain and some spotting. Quality 50 to 80% poor, with very little good. Chief defects under grade, short fingeredness and openhandedness. Carrying quality in cars good for first morning and fair second morning deliveries.

CHIRIQUI:

All arrivals into Mobile. Steamer ripes near normal and carrying good in cars. Appearance generally fair, with scarring and maturity stain chief defects, however latter showed improvement. Quality showed some decline, with only 30 to 35% good and 0 to 5% poor; chief defects under grade and openhandedness-complaints, none.

FORTUNA:

Quality only 30 to 45% good, 5 to 10% poor, a decline, with chief defects under grade, which is as high as 74% in some cargoes, including 11% English cut, also considerable medium openhandedness. Appearance still continues good, in recent cargoes have found from 5 to 9% yellow tipped or sun burned fruit. Ripe percentages also increased during latter part of period, with some steamer ripes and turnings abnormally soft, also carrying quality in cars not so green.

JAMICA:

Regular weekly naturally ventilated cargoes into Jacksonville,

steamer ripeness variable 13.9 to 34.4%. Appearance generally poor, chief defects scarring and ragged fruit. The Cadmus-1 cargo discharged January 27th., showed 3% slightly chilled - samples sent to New Orleans had appearance of wind chill. Quality showed slight improvement, with 25 to 65% good, 5 to 25% poor. Chief defects short fingeredness and openhandedness. Carrying quality in cars fair. Nine complaints received for appearance and quality.

LIMON VARIETIES:

ATLANTIC:

Weekly arrivals into New Orleans only, carried with San Juan or Turrialba or both. Steamer ripeness 9.2 to 14.4% - an increase. One naturally ventilated cargo, 32.6% ripe and turning. Appearance generally fair - an improvement, account decrease in spotting and maturity stain. Quality about 30 to 45% good, 5% poor. Chief defects under grade and openhandedness. Carrying quality in cars generally good. Three complaints for quality.

SAN JUAN:

Shipments of 2,800 to 3,000 stems, carried with Atlantic and Turrialba, which was a slight increase over last period. Steamer ripeness excessive, with 17.2 to 32.7% - an increase. Carrying quality in cars only fair for short distance points. Appearance poor, with chief defects black bee injury and maturity stain. Quality 30 to 55% good, with under grade and openhandedness chief defects.

TURRIALBA:

Shipments of 1,300 to 2,500 stems into New Orleans only. Refrigerated steamer ripeness slightly above normal, however one naturally ventilated shipment high, with 21.4%. Appearance fair to good, however there are no outstanding defects. Quality 20 to 25% good, 15 to 20% poor, a decline. Quality defect under grade, which continues to decrease.

QUEPOS:

Regular fortnightly refrigerated cargoes into Galveston and one into Mobile which contained also 6,000 stems Pozo. Steamer ripe 9.8 to 10.6% on Esparta, 4.5% on Grotava. Carrying quality fair to poor, Esparta cargoes - fair Grotava cargo. Appearance mostly good, with scarring chief defect. Quality 40 to 70% good, 0 to 5% poor, declined slightly with drop in grade. Twelve complaints received account condition, four account chilling and ripening off color.

POZO:

One small shipment of approximately 6,000 stems unloaded at Mobile, with 60.9% ripe and turning - age when loaded on steamer 44 to 68 hours, when unloaded 231 hours. Our inspection shows 9% full fruit. Appearance fair, with rather heavy scarring and some maturity stain. Quality was reported 70% good, however there was some extremely short fingered and openhanded fruit in cargo. Carrying quality in cars poor, in fact car loaded green showed 75 turning before leaving seaboard.

SEVILLA:

Regular weekly shipments into Charleston. Steamer ripe improved, but still above normal. Appearance mostly fair, with chief defects scarring. Quality 75 to 80% good, which was a decided improvement and now better than Santa Marta variety. Considerable improvement reported in finger length and openhandedness. Carrying quality in cars good.

SANTA MARTA:

Three refrigerated shipments into Charleston only. Appearance mostly good. Quality 70 to 75% good, 0 to 5% poor - an improvement. Chief defects short fingeredness and openhandedness, however latter like the Sevilla showed improvement. Carrying quality in cars good.

LAREDO:

Weekly arrivals of 11 to 3 cars at Laredo only. Condition on arrival

good to fair and cars arrived with good temperatures. Stowage and bracing generally good. Wind chilled was reported on all shipments, however this showed improvement in last crossing on January 2nd., with only 10% slow bleeding. Five complaints received on trucked fruit, account chilling. Apparently this was some of the wind chilled and slow bleeding fruit reported on arrival at Laredo.

GCD/EA

G. C. Dexter

c.c. Mr. C. E. Chadwick, Jr.

Dr. Wilson Popenoe:-
For your information.
H.N.K.

March 3rd, 1941.

Mr. J. N. Kelley:-

Summary of Ripening Characteristics
of the various varieties into the East.

This covers all Eastern cargoes from February 3rd to
28th, inclusive.

CORTES-TELA:

Weekly arrivals into Boston and Baltimore, and 5000
stems of Tela mixed with Guatemala varieties on the Antigua-4, New York,
February 20th. Of the eight solid cargoes, six were all Cortes, the
other two were mixed Cortes-Tela. Deliveries 54 on cargoes which dis-
charged at Boston and Baltimore February 3rd, but on account of 33.0
ripe and turning on the Tanamo-2 at Baltimore that date, her deliveries
were reduced to 52 for the next voyage, and 53 on all other ships. Per-
cent ripes, variable 15.9-4.4, besides the Tanamo-2 above, yet the same
ship two weeks later, made only 3.4 with a 52 delivery. Our Baltimore
observers, however, said the latter cargo was in much better condition,
fresher, and looked like a new crop.

Grade 0% full at Boston, 5% full at Baltimore, with
15-40% undergrade, rather irregular and erratic. Grade on the Antigua-4,
2% full and 50% undergrade, much lighter than when this variety was
last received at New York January 10th. Grade on Tanamo-3, Baltimore,
February 17th, heavier and more uniform, more filled out. Average
weight of 9s, 76-78 lbs., about same as last month.

Quality fair to good, with 9-12% shortfingeredness and
2-10% extreme openhandedness.

Appearance fair to good, with 5-15% medium scarring and
bruising and 3-8% heavy. Red rust 5-9% medium to severe, but notice-

ably declined on the last few cargoes. Leaf scar, 2-4% in each cargo, and 3-8% yellow tipped or sunburned. Some dull, 'off' color noticed on the Chirripo-4, Baltimore, February 24th, not the bright color the Tanamo-3 had the previous week. Much tree stale noted on the Tanamo-2, which ran so ripe. Acid injury, 1.6-1.9 medium to heavy on Boston cargoes, negligible at Baltimore.

Immediately following the Tanamo-2 discharge, we received tropical advice that the carrying quality of all cargoes was doubtful, due to recent blowdowns and thus deliveries were reduced.

Forty stems have been shipped in each Boston cargo for split finger experimental purposes. Mr. Slocum has made a report on each lot.

Meloripe reported fair ripening for uniformity, evenness and color; ripening was rather irregular and uneven.

Cars carried surprisingly good and green out of all Baltimore cargoes, except the Tanamo-2, which showed many 'turnings' on the road, despite lower average brace temperatures of 55. Other cargoes were carried at average temperatures, 57-59. All cars loaded at Boston were confined to the New England area.

Out of about 375 cars loaded, we received fourteen complaints for "considerable mashed and bruised fingers"; one for "cold bottoms", and two for "small, thin and scarred". All the above were on the Tanamo-2.

SANTA MARTA:

Weekly arrivals into Philadelphia, split with Charleston. Small amounts of Sevilla to the Northern port in each cargo. Deliveries, 53 on all. Percent ripes, 8.7-12.3, with the Abangarez-3, making 22.3, due to two day delay on account of bad weather at sea. Ripes slightly higher than last month.

Grade 0-5% full, and 10-20% undergrade, quite uniform and improved over last month. Average weight of 9s, 69-73 lbs., combined for Santa Marta and Sevilla; trifle heavier than last month.

Quality fair to poor, due to so much shortfingeredness, (40-50% nearly all the small classes are shortfingered) and 30-35% medium to severe openhandedness, also much ragged. The majority of cars loaded, have been marked "Special" by the Inspection Department.

Appearance mostly fair, with 18-28% medium scarring and bruising, and 0-2% heavy. About 10-30% age in each cargo, less than last month. Stem end rot index, 18.3 to 23.7, lower than last month's average.

Cars carried quite green, except out of the Abangarez-3, at average brace temperatures, 58-59.

Out of about 85 cars loaded, of which 17 were Sevilla, we received five complaints (Santa Marta) for "badly scarred, bruised, mashed, abnormally soft and thin"; out of the Abangarez-3; also seven complaints out of 8 Sevilla cars loaded on the same cargo, for "25% soft, bruised and crushed fingers, also bruised bottom hands"; and one (Sevilla) Metapan-3 for "heavily scarred - many lower hands bruised and mashed".

SEVILLA:

From 1000 to 6000 stems in each Santa Marta cargo. Percent ripens, 8.5-13.4, about the same as the Santa Marta. Grade good, 7-0% full, and only 5% undergrade, except on the most recent arrival, the Tivives-3, February 27th, which showed 20% undergrade. Quality mostly fair, due to 20-40% shortfingeredness and 10-25% medium to severe openhandedness. Appearance good, with 15% medium scarring and bruising, and no heavy, considerably improved over last month.

Stem end rot negligible.

Experimental shipments of 207-895 stems of Sevilla, specially stowed in tropical railway cars, were made in all except one cargo, to compare with the regular run of the cargo, for scarring and bruising. A separate report was made on each shipment, and the general appearance of the special fruit was about the same as the regular Sevilla fruit, but on the Tivives-3, the special fruit was unusually clean, with only 4-5% medium scarring and bruising; the grade, also, was much heavier than the regular Sevilla. Philadelphia reported this special fruit to be the best yet for quality and appearance. This checks with the cable advice from Santa Marta that they believed this Sevilla cargo was especially clean and greatly improved over previous weeks.

GUAYAQUIL:

Weekly arrivals of Grace Line steamers into New York.

Deliveries 52.

<u>Date</u>	<u>Steamer</u>	<u>Ripes</u>	<u>% Age</u>
2/4	S. Teresa-1	6.0	45
2/11	S. Clara-1	10.5	40
2/18	S. Ana-2	10.3	40
2/25	S. Lucia-2	11.3	35

Generally increased age over last month, but ripes not excessive, considering the uniformly fuller grade.

Grade 8-12% full, and only 10-17% undergrade, heavier.

Average weight of 9s, 76-79 lbs.

Quality very good, with good finger length, though 45-50% medium openhandedness.

Appearance consistently fair to poor on all cargoes, probably due to more age, and 23-28% medium scarring and bruising, and 12-18% heavy. Maturity stain, 1-2% severe and 2-3% medium in each cargo, much more prevalent. Traces of red rust, latex stain, bee bite, and some dirty fruit throughout, leave much to be desired in the appearance of this variety. Butt rot, quite severe on the Santa Teresa, causing many mutilated and mashed bottom hands, showed 1-7% heavy and 16-35% medium on all cargoes.

Cars carried fair to poor at average brace temperatures of 56-58.

Out of about 95 cars loaded, (35 were loaded on the Santa Teresa, an all time record loading for a Grace Line ship), we received one complaint for "slightly chilled", and two for "badly scarr-ed and dirty".

GUATEMALA:

Twice weekly arrivals into New York, more into other ports. Eight cargoes, made up mostly of West Coast Produced and West Coast Purchased. Deliveries 54 on the mail ships; 53 on the Calamarez.

E. C. PRODUCED:

Only 1-2000 stems, but represented in nearly every cargo. Percent ripes, 3.7-10.0, slightly higher than last month. Grade 4-0% full, 35-70% undergrade, extremely light, poorest in several years. Average weight of 9s, 70-72 lbs., lighter. Quality fair to poor, due to 5-15% extreme shortfingeredness, 5-20% extreme openhandedness and 50-65% medium. Appearance, on the other hand, exceptionally good, with about 60% of each cargo clean, and only 4-5% medium to heavy scarring and bruising, even better than last month. 10% age in some cargoes, others entirely free from age. Traces to 2% medium leaf scar,

and only traces of maturity stain and acid injury.

W. C. PRODUCED:

10,000-18,000 stems in each cargo. Percent ripens, 2.2-5.0, lower than last month. Grade 3-7% full, and 20-10% undergrade, a constant, uniform full three quarter grade. Average weight of 9s, 71-74 lbs., combined for both West Coast Produced and Purchased, but we believe the actual average weights for the Produced, would be much higher, if separate figures were available. Quality good, with practically no shortfingeredness, though 2-10% extreme openhandedness and 50-70% medium. Appearance still good, with 50-60% of each cargo clean, and only 5-8% medium to heavy scarring and bruising. All cargoes have been very fresh, with only traces of leaf scar, maturity stain, acid injury and yellow tipped. Speckling, 1-2% medium, earlier in the month, is now disappearing.

Shipments of blanketed fruit have been stowed in nearly every cargo and special inspections have been made by Mr. Slocum, but very little difference was noted in the scarring or bruising, probably because the regular run of fruit has been so free from blemishes.

W. C. PURCHASED:

12,000-17,000 stems in every cargo. Percent ripens, 2.5-6.7, good condition. Grade 3-4% full, 25-35% undergrade, slightly better than last month. For average weight of 9s, see under West Coast Produced. Quality fair to good, with about 10% shortfingeredness in each cargo, also 25-45% medium openhandedness, generally a little better. Appearance mostly fair, with 10-18% medium scarring and bruising and 4-7% heavy. 15-20% age in each cargo. 2-3% medium to severe maturity stain in nearly every cargo, also traces of latex stain, leaf scar, spot, speckling and scattered dirty fruit throughout,

plus occasional 'off' color fruit, have kept the appearance below the standard of the other two Guatemala varieties. We assume from advice received about a month ago that this fruit is now 100% blanketed from loading platform to Barrios, but we can hardly expect further improved appearance until blanketing is extended 100% from the farms to the loading stations.

Cars carried good and green at average brace temperatures, 57-59.

Out of about 300 cars loaded, we received eleven complaints, (all West Coast Purchased, of which eight were on the Veragua-3, February 10th.) for "badly scarred, bruised, looked good on arrival, but ripened poorly, ripened black with dark centers;" and one (West Coast Purchased) for "arrived with 90 stems turning - 59° pulps".

CHIRIQUI:

Weekly Friday arrivals into New York only. Deliveries 53 'til returns reached 55, then 54 on the first two cargoes, the Zacapa-2 and Pastores-2, but on account of the grass green outturns and light grade, the two following ships, the Platano-2 and Musa-3, were carried at 54 for 2 days, and 55 the balance of the voyage. This fruit has been carrying very green. Percent ripens 0.6-0.4.

Grade 0% full, 62-55% undergrade, including about 15% three quarter grade on the Platano-2. Grade definitely lighter than last month, but soft or tender fruit has disappeared, so a heavier grade, if available, could satisfactorily be shipped at this time. Labor trouble on the dock and on the farms the past few weeks, may have been partially responsible for some of the inferior grade shipped. Average weight of 9s, 74-75 lbs., lighter than last month.

Quality only fair, due to very light grade, and considerable openhandedness, 5-25% extreme, and 55-70% medium. Finger length good.

Appearance better, with only 10-15% medium scarring and bruising, and 3-1% heavy. The general appearance has improved each week. A gradual decrease from 20% tree age in the first cargo of the month, to only scattered traces on the most recent arrival, so that the fruit now appears quite fresh. Traces of acid injury, sooty mold, leaf scar and latex stain. Scattered dull color, slight mottling and slight discoloration under the peel, were noticed on the Pastores-2, February 14th, yet a report from Detroit about six days after discharge of this steamer, indicated that the fruit was breaking even and ripened to a good color on some cars into that city. No soft or spongy fruit noted anywhere. Fruit generally free bleeding.

Cars carried entirely green out of the last three cargoes, at average brace temperatures, 60.

Out of about 475 cars loaded, we received seven complaints for "slightly chilled, poor color, scarred, and chilled appearance, though fruit arrived warm".

QUEPOS:

Regularly weekly arrivals into Philadelphia on Mondays. Deliveries 52 'til returns reached 55, then 53 on the Darien and San Gil, but 53 'til 55, then 54 on the Telde. Percent ripes, 9.2 to 3.2, lower during the last two weeks.

Grade 5-0% full, 15-35% undergrade, becoming lighter the past two weeks and more irregular. Average weight of 9s, Quepos and Pozo mixed, 78-75 lbs., slightly lighter.

Quality fairly good, with no shortfingeredness, though 10-15% openhandedness and some ragged.

Appearance good to fair, with 15-23% medium scarring and bruising and 0-2% heavy. About 5% age in the first two cargoes, but now entirely fresh. Color good on all except the San Gil-2, February 10th, on which some dull color was noted, also slight mottling observed on the Darien-3, February 24th, but fruit bled freely on all, and no discoloration could be detected under the peel.

Cars carried green out of the San Gil and Telde, but showed several 'turnings' out of the two Darien cargoes, due partly to poor carrying Pozo in 8 cars out of the Darien-3, and 9.2 ripens in the Darien-2. Average brace temperatures were 58-60.

Out of about 280 cars loaded, (including 14 cars of Pozo fruit), we received ten complaints (Darien-2) for "scarred, bruised, dirty, poor, dull, dark color; two for "some chilled" on the San Gil-2; and five for "badly scarred and ripened up soft" on Darien-2. The local Philadelphia trade complained of 'off' color on the latter cargo, also.

POZO:

Increasing amounts in each Quepos to Philadelphia cargo, with as much as 9000 stems in the Darien-3. Percent ripens, 39.2-21.4, very poor condition, due to 50-75% age in each cargo and too full a grade for this long haul. Grade 5% full, 10-25% undergrade, not quite as full as last month, however. Quality good, with no shortfingeredness, though 10-15% openhandedness and some ragged. Appearance mostly poor, with 25-35% medium scarring and bruising and 5-10% heavy, intensified by excessive age and staleness. The few cars loaded with this variety, have been marked "Fair" condition and carried poorly on the road. The local Philadelphia trade have complained of bad scarring,

though not as much 'off' color as last month.

In addition to the complaints mentioned under the Quepos section, we received three complaints on Pozo fruit, Darien-3 for "all turning and ripe, much soft, bruised and crushed", one for "much scarred" on the same ship, and one for "dirty, poor color and weak stems" on the Telde-2.

JAMAICA:

The first Jamaica fruit into the East in a long time, arrived in Boston on the Harboe Jensen-4, February 26th. Continued arrivals of ventilated ships with this variety into Boston, are expected every Thursday from now on. Percent ripens, 24.3, fair to poor condition.

Grade 0% full, and 50% undergrade, including 10% three quarters, very light and irregular. Average weight of 9s, 52 lbs.

Quality fair to poor, due to 15% shortfingeredness and 5% openhandedness, also light grade.

Appearance fair to poor, with 13% medium scarring and bruising and 12% heavy. The fruit appeared fresh and bled freely, with no sign of wind chill, such as has been recently reported on Jacksonville cargoes, but mottled fruit was evident. Pulp at discharge were mostly 56-61, average 58½.

Out of 14 cars loaded on the above ship, we have received two complaints for "condition and quality fair to poor" and two complaints on trucks, "part of fruit black, evidently from salt water spray".

R. B. TEWKSBURY

New Orleans, La., March 6th., 1941

Mr. J. N. Kelley:

This is the 59th summary of the ripening characteristics of the various varieties into the South for period week ending February 8th., to March 1st.

BLUFIELDS:

Regular fortnightly shipments of approximately 12,000 to 13,000 stems into New Orleans only. All naturally ventilated cargoes, which are still being carried on Nicarao and Hibuera. Percent ripe and turning 20.5 to 28.5% - little change.

Appearance: Poor to Fair, with 15 to 20% scarred, including 0 to trace severe; Insect Injury 30%, including 5% severe; Spotting 5 to 10%; Red Stain 5 to 10%. Our Inspection: Scarring 4 to 6% medium, 0 to 1% heavy - little change, but generally clean with respect to mechanical scarring; Black Bee Injury index 14.5 to 15.0 - no change; Red Rust negligible - no change; Maturity Stain index 6.3 to 7.3 - a continued slight decrease; Spotting index 9.0 to 9.3 - a continued decrease; Mottled index negligible to 15.0.

Quality: 60 to 75% Poor, none Good, with the Hibuera-4, February 28th., cargo showing some improvement. Grading 95 to 100% under desired grade, including 50 to 55% English cut and 5 to 10% thin; Short Fingered 20 to 30%, including trace to 5% severe; Openhanded 30%, including 5% severe. Our Inspection: Grading 96 to 97% under desired grade, including 56 to 63% English cut and 9 to 13% thin - a decrease account more thin grade fruit; Short Fingered 25 to 28% slight, 1 to 4% extreme - a slight increase; Openhanded 45 to 46% slight, 28 to 36% medium and 4 to 7% extreme - little change. Average weight of 9's 52.7 to 59.3 - a slight increase, particularly in the Hibuera-4 cargo.

Carrying quality in cars good, shipments destined to first and second day deliveries only.

Complaints:- None.

CHIRIQUI:

Regular weekly refrigerated cargoes into Mobile only. Percent ripe and turning 3.7 to 6.5% - wilted negligible. Temperature instructions to steamers, reduce deliveries to 52 for 72 hours, then raise deliveries to 53, also reduce deliveries to 53 and maintain, the latter being our present instructions.

Appearance: Poor to Good, mostly Fair, with 20 to 30% scarred, including 5 to 10% severe; Red stain 0 to 5%. Three of the cargoes, however, showed 10 to 35% of the general and severe scarring due to acid injury. Our Inspection: Scarring 7 to 12% medium, 2 to 5% heavy - little change; Maturity Stain index 7.8 to 12.0 - little change; Spotting index 7.0 to 9.0 - little change; Red Rust, Sooty Mold, Black Bee Injury, Leaf Scar, all negligible.

Quality: 15 to 35% Good, 0 to 20% Poor - a continued weekly decrease, with the San Benito-3 cargo February 24th., with only 15% good quality and 20% poor, as compared to the San Mateo-2 cargo February 3rd., with 35% good quality and none poor, this decrease due chiefly to increase in percentage of English grade fruit and extreme openhandedness. Grading 65 to 85% under desired grade, including 0 to 15% English cut; Openhanded 15 to 25%, including 0 to 5% severe. Our Inspection: Grading 70 to 87% under desired grade, including 8 to 24% English cut and 0 to 2% thin - a very decided continued decrease, particularly in the increase in English grade fruit; Short Fingered 30 to 39% slight and 0 to 1% extreme - little change; Openhanded 32 to 46% slight, 12 to 15% medium, 3 to 5% extreme - a decided increase. Average weight of 9's 77.9 to 79.6 - a slight decrease.

Carrying quality in cars good, including Canadian and Northwest shipments.

Complaints:- 1 car serious complaint regarding chilled fruit (handling OK), 4 cars Indianapolis complained account fruit ripened with chilled appearance (handling OK), 1 car reports fruit chilled (handling OK). General complaint St. Louis

all cargoes account 10 to 15% of fruit being slightly chilled.

Regarding the above complaints, advise that our records show that fruit was not damaged in care and sample hand, ex San Mateo-3, received from Chicago, condition color 4, showed condition to be the same as found in Chiriqui cargoes last Spring, that is the color could not be considered bad, although definitely not good, under peel discoloration not evenly distributed on finger, being most severe on the underneath side, with some parts of finger showing practically no pigmentation. Until the San Mateo-3 cargo, February 17th., we had received no complaints from the trade, however, at this writing we have received four complaints on the San Mateo-3 and one on the San Benito-3, which discharged February 24th., however on instructions from this office to watch these cargoes carefully during discharge, our Resident Messenger at Mobile has been unable to detect more than an occasional bunch showing only slightly dried out condition, also this to be true of bunches ripened in the Banana Selling Corp. rooms, therefore, it would appear that while this condition does exist, there apparently is not a large percentage of affected bunches.

FORTUNA:

Two refrigerated cargoes weekly into New Orleans and weekly arrivals (split cargoes) into Charleston. Percent ripe and turning 3.8 to 11.1%, notwithstanding the fact that this fruit is extremely light grade and ripens have been found highest in the light full 3/4 grade, which is predominant and a few ripens in the English fruit, which would indicate that grading alone is not the cause of this tender condition. While the carrying quality in the cars has not been green, yet with the fast market which we have been experiencing we have had so far no trouble with car deliveries and we are now finding practically no abnormally soft fruit in the steamer ripens. Temperature instructions to steamers, 52 deliveries until returns reach 54, then raise deliveries to 53, 52 deliveries until returns reach 55, then raise deliveries to 53 and 53 deliveries throughout, the latter being our present instructions, account extremely light grade and the fact that fruit is carrying sat-

isfactorily in cars. Charleston steamers instructed by New York office.

Appearance: Good, scarring 10 to 20%, including 0 to 5% severe; Red stein 0 to 15%; Sun Burned 3 to 15%, including 0 to trace severe. Our inspection: Scarring 2 to 6% medium 0 to 1% heavy - a slight decrease; Red Rust index 6.0 to 12.5 - a continued decided decrease; Sun Burned 3 to 13% slight, including 0 to trace severe; Spotting, Sooty Mold, Maturity Stein, Acid Injury negligible; Leaf Scar negligible to 23% slight and 0 to 1% medium.

Quality: 20 to 45% Good, 5 to 10% Poor - a continued decline. Charleston reports 30 to 55% Good, 5 to 10% Poor. Grading 55 to 75% under desired grade, including 5% English cut; Short Fingered 10 to 20%, including 0 to trace severe; Openhanded 15 to 30%, including 0 to 5% severe. Our inspection: Grading 61 to 78% under desired grade, including 4 to 14% English cut and trace thin - a continued decrease and very poor, especially for Fortuna; Short Fingered 10 to 18% slight, including 0 to 2% extreme - an increase; Openhanded 49 to 53% slight, 13 to 27% medium, 0 to 2% extreme - a decided increase. Average weight of 9's 74.2 to 79.5 - a decrease and undoubtedly the lowest for a long time.

Complaints:- 1 car 75 bunches bottom hands damaged, 1 car thin, immature excessive scarring, 1 car complained account bottom hands damaged. Chicago trade complaining about cars scarred and poor selection Cortes-Tels fruit. Chicago trade all complaining Fortuna from Charleston scarred and thin, not equal to the Fortuna from New Orleans.

JAMICA:

Regular weekly arrivals into Jacksonville, all naturally ventilated steamers. Percent ripe and turning 20.1 to 29.7% - more consistent and showing improvement recent cargoes - wilted 40 to 60%; butt rot 5 to 10%.

Appearance: Generally Poor, with 40 to 50% scarred, including 10 to 15% severe. Wind chilled fruit appeared in the Crawford Ellis-3 cargo, February 3rd. to the extent of 23 bunches, including 10 severe, however, subsequent cargoes have

ranged from 5% slight, including 1 to 2% severe. No complaints from trade received on the Crawford Ellis-3 and Crawford Ellis-4 cargoes, however, three have been received on the Crawford Ellis-5 and St. Louis Form-6, February 28th. shows general complaints on 10 to 15% of the fruit being wind chilled. Red Stain trace to 15%, including 0 to 5% severe.

Quality: 25 to 50% Good, 15 to 25% Poor - a decline. Grading 15 to 40% under desired grade, including 5 to 10% English cut - a decrease; Short Fingered 10 to 30%, including 0 to 10% severe - an increase; Openhanded 10 to 20%, including 5% severe, an increase; Ragged fruit 20 to 25%, including 5 to 10% severe. Average weight of 9's 52.6 to 59.5 - an increase.

Carrying quality in cars fair to good.

Complaints:- 2 cars some bunches appeared wind chilled, 1 car wind chilled. General complaint all cargoes account 10 to 15% of fruit being slightly chilled - St. Louis.

LIMON VARIETIES:

ATLANTIC:

Weekly arrivals into New Orleans only, carried with San Juan and Turrielbs. Three refrigerated cargoes; percent ripe and turning 6.9 to 9.7% - a decrease-wilted 25 to 30%. One Naturally ventilated cargo, Olancho-2, 26.5% ripe and turning - 45% wilted. Temperature instructions to steamers, reduce deliveries to 52, until returns reach 55, then raise deliveries to 53.

Appearance: Fair, with 15 to 20% scarred, including trace severe; Spotting 0 to 5%; Insect Injury 0 to 10%; Red Stain 10%. Our Inspection: Scarring 1 to 4% medium, 0 to 1% heavy - a slight decrease; Spotting index 6.5 to 18.3 - a continued decrease; Black Bee Injury index 5.5 to 8.5 - little change; Maturity Stain index 7.5 to 17.8 - little change; Leaf Scar, Red Rust, Mottling all negligible.

Quality: 40 to 50% Good, 5 to 10% Poor. Grading 45 to 60% under desired grade, including 5% English cut; Short Fingered 15 to 20%; Openhanded 20%, in-

cluding 0 to trace severe. Our inspection: Grading 45 to 63% under desired grade, including 2 to 5% English cut - an increase; Short Fingered 20 to 26% slight - a slight increase; Openhanded 45 to 54% slight, 23 to 29% medium, 0 to 2% extreme - a very slight increase. Average weight of 9's 65.9 to 68.0 (weighed with San Juan).

Carrying quality in cars generally good.

Complaints:- None.

SAN JUAN:

Weekly shipments of approximately 4,200 to 5,200 stems - an increase, carried with Atlantic and Turrialba into New Orleans only. Three refrigerated shipments; percent ripe and turning 10.3 to 14.0% - a decided decrease - wilted 60 to 65%. One naturally ventilated cargo, 32.8% ripe and turning - wilted 90%. Temperature instructions to steamers same as Atlantic.

Appearance: Fair to Poor, mostly fair, with 15 to 25% scarred, including trace to 5% severe; Spotting 5%; Red Stain 10 to 25%, including 0 to trace severe. Our inspection: Scarring 4 to 9% medium, 1 to 3% heavy - little change; Black Bee Injury, index 2.8 to 7.5 - a decrease; Red Rust index negligible to 2.8 - a decrease; Maturity Stain index 23.0 to 29.3 - a slight increase; Mottling index 9.5 to 15.5 - a slight decrease; Sooty Mold, Leaf Scar negligible; Latex index negligible to 7.3.

Quality: 45 to 65% Good, 0 to 5% Poor. Grading 30 to 50% under desired grade, including 0 to 5% English cut; Openhanded 20 to 25%. Our inspection: Grading 29 to 57% under desired grade, including 0 to 2% English cut - an increase; Short Fingered 5% slight; Openhanded 43 to 55% slight, 15 to 36% medium and 0 to 2% extreme - an increase. Average weight of 9's same as Atlantic.

Carrying quality in cars fair.

Complaints:- 1 car very poor quality, badly scarred, dull color, appears chilled, cannot sell to first-class trade.

TURRIALBA:

Weekly arrivals into New Orleans only, carried with Atlantic and San Juan. Three refrigerated shipments; percent ripe and turning 1.2 to 4.4% - a decided decrease - wilted 50 to 65%. One naturally ventilated shipment, 24.7% ripe and turning - wilted 80%. Temperature instructions to Steamers same as Atlantic and San Juan.

Appearance: Good, with 15% scarred, including 0 to trace severe; Spotting 5 to 10%. Our Inspection: Scarring 0 to 4% medium, none heavy; Spotting index 5.5 to 9.3 - little change; Mottling index 5.8 to 18.0 - a continued increase; Black Bee Injury index 2.3 to 4.0 - little change; Red Rust, Maturity Stain negligible; Leaf Scar 19 to 29% slight - little change.

Quality: 30 to 40% Good, 5 to 10% Poor, an improvement. Grading 55 to 70% under desired grade, including 5 to 10% English cut; Short Fingered 15 to 20%. Our Inspection: Grading 57 to 79% under desired grade, including 6 to 16% English cut - a very slight improvement account less English cut and no thin fruit; Short Fingered 20 to 29% slight - a slight increase; Openhanded 17 to 30% slight, 0 to 2% medium - an increase. Average weight of 9's 62.3 to 68.6 - a decided increase.

Carrying quality in cars good.

Complaints:- None.

QUEPOS:

Regular weekly arrivals (6,200 to 9,200 stems Pozo variety carried with three of these cargoes) into Galveston, all refrigerated steamers. Percent ripe and turning 3.7 to 7.2 - a decided decrease. Temperature instructions to steamers, reduce deliveries to 52 for 72 hours, then raise deliveries to 53 and 53 minimum deliveries throughout voyage, the latter being our present instructions.

Appearance: Good to Fair, with 20 to 40% scarred, including 0 to 5% severe; Acid Injury 5%. La Perla-2, February 20th., showed 30% slight under peel discoloration and sluggish Latex flow and 1% chilled. Samples sent from Galveston

showed very slight under peel discoloration on those classed as slight and brownish discoloration hardly more than medium on the severe samples. Our inspection: Scarring 11 to 19% medium, 0 to 3% heavy - a decrease. La Perla-2, February 20th., chilled 30% trace to slight, 1% severe; Spotting, Leaf Scar, Red Rust, Black Bee Injury, Sooty Mold, Maturity Stain and Speckling and Blotch negligible.

Quality: 35 to 55% Good, 5 to 10% Poor - a continued decline. Grading 45 to 65% under desired grade; Openhanded 25 to 30%, including 5% severe. Our inspection: Grading 46 to 65% under desired grade, including 3 to 6% English cut, also 0 to 1% full - a continued decrease; Openhanded 32 to 65% slight, 23 to 39% medium and 3 to 8% extreme - a decided increase; Short Fingered 0 to 6% slight. Average weight of 9's 76.2 to 77.4 - a decided decrease.

Carrying quality in cars generally good.

Complaints:- 2 cars complained approximately 15% chilled bunches interspersed throughout car.

FOZO (Purchased Quepos):

Three refrigerated shipments into Galveston only, of approximately 6,200 to 9,200 stems, carried with Quepos. Percent ripe and turning 14.3 to 24.9% - this showing continued increase each week. Temperature instructions to steamers same as for Quepos, account mixed stowage on steamers.

Appearance: Poor to Fair, mostly Fair, with 45 to 50% scarred, including 5 to 10% severe; Blotch 0 to 5%. Chilled, La Perla-2, 30%, including 1.8% severe. Our inspection: Scarring 20 to 27% medium, 4 to 7% heavy; Maturity Stain index negligible to 10.0 - a continued decrease; Chilling, La Perla-2, 30% trace to slight, 2% medium to severe; Black Bee Injury index negligible to 4.0; Spotting, Leaf Scar, Sooty Mold, Red Rust, Speckling all negligible.

Quality: 35 to 40% Good, 5 to 15% Poor - a decline. Grading 60 to 70% under desired grade; Openhanded 25 to 30%, including 5% severe. Our inspection: Grading 57 to 72% under desired grade, including 4 to 9% English cut, also 2 to 3% full -

a decided decrease; Short Fingered negligible to 7% slight - a decided decrease; Openhanded 45 to 49% slight, 18 to 32% medium and 2 to 8% extreme - an increase. Average weight of 9's 71.7 to 71.8 - a decided decrease.

Carrying quality in cars fair.

Complaints:- None.

SEVILLA:

Regular weekly refrigerated shipments, mixed cargoes, carried with Santa Marta into Charleston only, with split cargoes for the East. Percent ripe and turning 9.4 to 13.5% - an increase - wilted 20 to 25%. Temperature instructions for steamers issued by New York office.

Appearance: Good, scarring 25%.

Quality: 75 to 80% Good, 5% Poor - a decline. Grading 20% under desired grade; Openhanded 25 to 45%, including 5% severe - an increase. Average weight of 9's 69.9 to 71.6 - a continued increase.

Carrying quality in cars generally good, with third and fourth day deliveries good to poor.

Complaints:- None.

SANTA MARTA:

Weekly arrivals into Charleston. All Refrigerated steamers and carried with Seville variety, with split cargoes for the East. Percent ripe and turning 9.2 to 20.2% - a decided increase and high - wilted 20 to 35%.

Appearance: Poor to Good, mostly Fair, with 25 to 50% scarred, including 0 to 10% severe - an increase.

Quality: 60 to 75% Good, 5 to 10% Poor - a decline. Grading 25% under desired grade - no change; Short Fingered 15 to 20%, including 0 to 5% severe - little change; Openhanded 35 to 55%, including 5 to 10% severe - a decided increase. Average weight of 9's 62.5 to 63.9 - no change.

Carrying quality in cars generally good, with third and fourth day deliveries poor.

Complaints:- None.

GENERAL:

Market conditions have continued good during February, with all varieties moving fast, however, the effects of the December blow-downs in Honduras are definitely noticeable in the Cortes-Tela varieties, which have continued to decline in grading considerably and with some increase in short fingeredness and open-handedness, so that the quality of some cargoes has not been better than 20 to 25% good and 5 to 10% poor; furthermore these cargoes have shown from 3 to 13% sun burned. Quepos fruit has declined in quality and one cargo of Quepos and Pozo showed as high as 30% slightly wind chilled, including 1 to 2% severe; furthermore Chiriqui has shown considerable decline in quality, with recent cargoes as low as only 15% good and 20% poor and we are beginning to receive complaints on some of this fruit ripening with chilled appearance. Jamaica fruit also has had a small percentage of wind chilled fruit and some complaints on this variety account chilling have been received from the trade.

GCD/EA

G. C. Dexter

c.c. Mr. C. E. Chadwick, Jr.

New Orleans, La., March 6th., 1941

Mr. J. N. Kelley:

A brief summary of the attached ripening characteristics report is as follows:-

BLUEFIELDS:

Regular fortnightly naturally ventilated cargoes of 12,000 to 13,000 continue into New Orleans, with ripe percentages high, but not excessive for this variety. Appearance generally poor to fair, with the chief defects black bee injury, some spotting, maturity stain and scarring, however, this variety can be considered generally clean, with respect to mechanical scarring. Quality continues 60 to 75% poor, however, Hibuerras-4, discharged February 28th., showed some improvement. Chief defects under grade, including thin fruit, short fingered and openhanded bunches. Carrying quality in cars good for first and second day deliveries.

CHIRIQUI:

Regular weekly arrivals into Mobile, with steamer ripeness normal. Appearance mostly fair, with chief defects scarring, maturity stain and spotting. Quality continued to decline weekly, with the San Benito-3, February 24th., cargo only 15% good and 20% poor, as compared with the San Mateo-2, February 3rd., 35% good, none poor, this decrease due chiefly to increase in percentage of English grade fruit and extreme openhandedness, these being the chief quality defects. Carrying quality in cars good. Now beginning to receive complaints from trade that some of this fruit is ripening with chilled appearance and from our observations of samples received from Chicago and information from our Resident Messenger at Mobile, we find this condition to be the same as found in Chiriqui cargoes last Spring, also that while this under peel discoloration does exist,

there apparently is not a large percentage of affected bunches.

FORTUNA:

Quality continued to decline, apparently results of December blow-down, to such an extent that some cargoes were only 20 to 25% good and 5 to 10% poor, chief defects being under grade and openhandedness, also these cargoes have shown a noticeable amount of sun burned bunches. Steamer ripers have increased considerably and found highest in the light full 3/4 grade, which predominated and which would indicate that grading alone was not the cause of this tender condition. With the fast car movement, due to good market, car deliveries have been satisfactory.

JAMICA:

Regular weekly naturally ventilated cargoes continued into Jacksonville, with ripe percentages more regular and showing improvement, although still high. Appearance generally poor, with scarring chief defect, also small percentage of wind chilled fruit has been reported at discharge and some complaints account chilling received from the trade. Quality continued to decline, with only 25 to 50% good and 15 to 25% poor, with chief defects under grade, short fingeredness, openhandedness and with as high as 25% ragged fruit reported. Carrying quality in cars fair to good.

LIMON VARIETIES:

ATLANTIC:

Weekly arrivals carried with San Juan and Turrialba, continued into New Orleans, with ripe percentages of the three refrigerated cargoes somewhat above normal and one naturally ventilated cargo 26.5% ripe and turning. Appearance continues fair, with an accumulation of scarring, although this not heavy; spotting, black bee injury and maturity stain. Quality continues about 45% good, with chief defects under grade, although this showed some improvement during February, with only a small percentage of English cut and openhandedness, which showed

a slight increase. Carrying quality in cars good.

SAN JUAN:

Weekly shipments into New Orleans only, carried with Atlantic and Turrisiba, consisting of 4,200 to 5,200 stems, an increase over January. Ripe percentages showed a decided decrease on refrigerated cargoes, although still above normal, one naturally ventilated shipment made 32.8% ripe and turning. Carrying quality in cars only fair. Appearance mostly fair, with chief defects scarring, maturity stain, mottling, some black bee injury. Quality improved, being 45 to 65% good, along with an increase in grading. Chief quality defect openhandedness.

TURRIALBA:

Weekly shipments of 1,100 to 2,100 stems, carried with Atlantic and San Juan, with ripe percentages on refrigerated shipments normal. One naturally ventilated shipment, however, made 24.7% ripe and turning. Appearance generally good, with practically no scarring, the only defects being some slight spotting, mottling, black bee injury and leaf scar. Quality improved, being 30 to 40% good, along with a slight improvement in grading, which is the chief quality defect. Carrying quality in cars good.

QUINPOS:

Regular weekly arrivals, carried with small Pozo shipments into Galveston. Ripe percentages decreased and were about normal, also quality continued to decline, with under grade and openhandedness chief defects. Appearance considered good to fair, with scarring chief defect, however, La Perla-2, February 20th., showed 30% slight under peel discoloration, sluggish latex flow, including 1% severe and resulting in two complaints from the trade. Carrying quality in cars good.

POZO:

Three refrigerated shipments of 6,200 to 9,200 stems into Galveston

only, carried with Quepos, with ripe percentages 14.3 to 24.9% - a continued increase each week. Appearance mostly fair, with chief defect heavy scarring, also 30% under peel discoloration, including 2% medium to severe was reported on La Perla-2 cargo. Quality 35 to 40% good, 5 to 15% poor - showed a decline. Chief defects under grade, which is irregular and openhandedness, which increased. Carrying quality in cars fair.

SEVILLA:

Regular weekly refrigerated shipments, mixed cargoes, carried with Santa Marta into Charleston only. Ripe percentages increased and ranged from 9.4 to 13.5%. Appearance good, with no reported defects, except scarring. Quality continued 75 to 80% good, although 5% poor quality was reported, apparently due to severe openhanded fruit, this being apparently the chief defect. Carrying quality in cars generally good, with third and fourth day deliveries good to poor.

SANTA MARTA:

Regular weekly arrivals into Charleston carried with Sevilla and split cargoes into the East. Ripe percentages showed a decided increase, being 9.2 to 20.2%. Appearance mostly fair, with scarring chief defect. Quality was reported 60 to 75% good, 5 to 10% poor, which was a decline, apparently due to increase in severe openhandedness. Carrying quality in cars generally good, with third and fourth day deliveries poor.

GCD/FA

G. C. Dexter

c.c. Mr. C. E. Chadwick, Jr.

Dr. Wilson Popenoe:-
For your information.
J.N.K.

April 2, 1941.

Mr. J. N. Kelley-

Summary of Ripening Characteristics
of the various varieties into the East.

This covers all Eastern cargoes from March 3rd to
31st, inclusive.

CORTES-TELA:

Weekly Monday arrivals into Boston and Baltimore, and
also regular Friday arrivals into New York mixed with Guatemala. Of
the 14 cargoes, there were 2 all Tela cargoes into Boston, one mixed
Cortes-Tela to the same port, while all others were all Cortes. Del-
iveries 52 on the Tanamo-San Jose type, 53 on all others, except the
Calamares, which is now carrying 52 until returns reach 55, then 53,
on account of her very poor outturn March 13th. Percent ripen extremely
variable, 1.6 - 13.2, with the Tanamo-4, Baltimore March 3rd, making
24.4 and the Calamares-5, New York March 13th, making 25.3 with some
green fruit soft and spongy being found on the latter cargo. High
ripen on these two cargoes were due not solely to grade, but more to a
considerable amount of tree age. The two Tela cargoes made 5.8% and
1.4% ripe and turning respectively, but the grade on the latter cargo,
i.e., Abangarez-5, March 24th, was extremely light, 60% being undergrade.

Grade very irregular, 0-5% full (10% on the Tanamo-4
and 12% on the Calamares-5) and 10-40% undergrade, plus the Abangarez-5
mentioned above. Average weight of 9's, 78-70 lbs. on Cortes, becoming
much lighter; 71-66 lbs. on Tela.

Quality fair to good, with 3-12% shortfingeredness and 2-12% extreme openhandedness and 40-55% medium.

Appearance good to fair and somewhat erratic, with 4-18% medium scarring and bruising, and 1-8% heavy. Red rust 2-5% medium earlier in the month, is now merely showing traces. Leaf scar, however, has become more prominent, with 2-6% medium to severe in each cargo, also 2-10% yellow-tipped or sunburned. Generally dull color, tree staleness and wilted has been found scattered throughout all cargoes. As a result, the scars seem to be accentuated. Acid injury 1.0-2.0% medium to heavy at Boston, but only traces elsewhere. We are still receiving advice on each cargo "Growing conditions fair - carrying quality doubtful" - as a result of the December blowdown.

20-40 stems have been shipped in each Boston cargo for split finger experimental purposes, a continuation of last month's experiments. Mr. Slocum has made a report on each lot. These shipments are now being discontinued.

Meloripe reported mostly good ripening for uniformity, evenness and color, and somewhat faster ripening than normally. They also reported 8-14% medium to heavy red rust.

Cars carried quite green at average brace temperatures of 58-60 on all cargoes, except the Tanamo-4 and the Calamares-5. Cars out of these two cargoes were carried at average brace temperatures of 56-57 and showed considerable "turnings" in cars.

Out of about 750 cars loaded, we received 5 complaints for "uneven and hard to ripen, ripened chilled and badly scarred;" 7 complaints for "much turning, bad condition, mashed, bruised, soft and especially bottom hands mashed and bruised;" all on the Tanamo-4 and 8

complaints for "heavily scarred, bruised, many deep black scars and much bottom hand damage."

SANTA MARTA:

Weekly arrivals into Philadelphia, split with Charleston. Small amounts of Sevilla in each. Deliveries 53. Percent ripens, 12.0 to 8.6, about the same as last month.

Grade 0% full, 10-30% undergrade, fairly uniform, though not as heavy as Sevilla. Average weight of 9's for Santa Marta separately, 63-59 lbs.

Quality good in 9's, only fair in smaller classes, due to 30-40% shortfingeredness and 15-25% openhandedness and raggedness.

Appearance good to fair, with 18-25% medium scarring and bruising, and 0-2% heavy. Mostly fresh, except on the Metapan-5, March 27th, which showed 25% age. Stem end rot index 19.8-13.8, a sharp decline from last month.

Cars carried mostly green at average brace temperatures 58-60.

Out of about 100 cars loaded, of which 24 were Sevilla, we received only one complaint, (Santa Marta) for "scarred, many openhanded and shortfingered stems."

SEVILLA:

From 3000 to 6000 stems in each Santa Marta cargo. Percent ripens, 5.2 to 7.7, slightly less than in Santa Marta. Grade 5-10% full and 10-15% undergrade, heavier and more uniform full grade than Santa Marta. Average weight of 9's, Sevilla only, 65-69 lbs. Quality fair to good, though 15-25% shortfingeredness and 10-20% openhandedness and raggedness, mostly in smaller classes. Appearance mostly good

with 10-20% medium scarring and bruising, though no heavy. Practically all fruit fresh.

Experimental shipments of 177-219 stems of Sevilla, specially stowed in tropical railway cars, have continued in all cargoes, to compare with the regular cargo for scarring and bruising. Separate reports have been made on each shipment, indicating a generally cleaner appearance than in the regular Sevilla fruit; likewise, the grade on all special shipments was much heavier than the regular fruit, and notably so on the Tivives-4, March 15th - 30% full and none under grade. This fruit has been very fresh and of excellent quality.

GUAYAQUIL:

Weekly arrivals of Grace Line steamers into New York.

Deliveries 52.

<u>Date</u>	<u>Steamer</u>	<u>Ripes</u>	<u>% Age</u>
3/ 4	Nightingale-1	8.1	55
3/11	S. Elena-2	19.5	50
3/18	S. Teresa-2	6.9	50
3/25	S. Clara-2	11.6	65

Decidedly more age than even last month. Condition fair to poor; account of so much age.

Grade 8-12% full and 18-20% undergrade, quite uniform each week. Average weight of 9's, 76-73 lbs., trifle lighter.

Quality very good, with no shortfingeredness, though 2-5% extreme openhandedness and 40-50% medium.

Appearance very poor, worst in months, with 30-35% medium scarring and bruising, 20-25% heavy. Maturity stain 1-3% severe and 3-4% medium, with an excessive amount on the S. Clara-2; 5% severe,

10% medium. Traces of spot, speckling, red rust, latex stain and bee bite on all cargoes, together with some sever bin board scarring on the Nightingale-1 as a result of a rough voyage, all contributed to the poor appearance. In addition, there has been scattered dirty fruit throughout. Butt rot 3-7% heavy and 15-35% medium on all cargoes, about the same as last month.

Despite the great amount of age, cars carried fair at average brace temperatures of 54-56.

Out of about 70 cars loaded, we received thirteen complaints for "scarred, spotted, bruised, old-looking, discolored, stale stalks, red rust, considerable stem end rot and bottom hand damage."

GUATEMALA:

Twice weekly arrivals into New York, the cargoes at the end of the week being mixed with Cortes fruit. The past three Monday cargoes have been solid W. C. Produced, the best quality fruit now coming into the East. Nine cargoes altogether, made up mostly of W. C. Produced. Deliveries 54 on solid Guatemala cargoes on mail ships Mondays; but 52 'till returns reach 55, then 53 on the Calamares, and 53 on the Antigua, on account of these Friday ships being mixed with Cortes, which is somewhat unreliable for carrying quality.

E. C. PRODUCED:

Only 1-3000 stems represented in three Friday cargoes. Percent ripens, 1.1 to 2.6 in the first two, but 21.6 on the Calamares-6, March 28th, a sudden increase. Grade 0% full and 45-50% undergrade, still very light. Average weight of 9's, 71-73 lbs., same as last month. Quality fair to poor, due to 3-10% extreme shortfingeredness, 5-10% extreme openhandedness and 35-45% medium. Appearance good, with

60% of each cargo clean, and only 5-8% medium to heavy scarring and bruising. 20% age on the Calamares-6. 1-2% medium leaf scar and traces to 1% medium acid injury on each cargo.

In general, grade and quality rather poor. No cars of E. C. loaded.

W. C. PRODUCED:

Three solid cargoes and majority of others made up of this variety. Percent ripen 0.8 to 2.8, green, except on the Calamares-5 which made 15.2. This particular cargo showed abnormal ripen on Guatemala as well as Cortes fruit. Grade 8-20% full, with the exceptional amount of 30% full on the Antigua-6, March 21st, the fullest grade seen here in years and yet firm and green; only 5-12% undergrade. Consistently heavy grade. Average weight of 9's, 74-81 lbs., much heavier than last month. Quality very good, with no shortfingeredness, though 5-15% extreme openhandedness and 40-55% medium. Appearance good, with 5-12% medium scarring and bruising and 1-3% heavy. 5-20% age in some cargoes; others fresh. Traces of spot, speckling, thrips, leaf scar, yellow tipped and latex stain, with 1-2% medium acid injury.

No experimental shipments of blanketed fruit were received this month.

W. C. PURCHASED:

4000-22,000 stems, represented in five cargoes. Percent ripen, 7.6-12.0, with the Calamares-5 making 30.0. Grade 3-8% full, 37-22% undergrade, better than last month. No separate average weights. Quality fair to good, with 10% shortfingeredness, 1-5% extreme openhandedness and 20-46% medium; about the same as last month. Appearance only fair, with 13-19% medium scarring and bruising, and 5-8% heavy. 20-35% age in each cargo. 2-6% medium to severe maturity stain, traces of spot,

speckling and latex stain in every cargo. This fruit appeared generally dirty in all cargoes.

Cars, most of which were W. C. Produced, carried green despite the very full grade, at average brace temperatures, 56-60.

Out of about 465 cars loaded, of which about 50 were W. C. Purchased, we received on the W. C. Produced, (all on Jamaica-4, March 10th) six complaints for "scarred, bruised and very dirty;" and W. C. Purchased, eight for "heavily scarred, spotted, dirty and ripened soft" and three for "ripened dark, dead color, dirty and soft."

CHIRIQUI:

Weekly arrivals into New York, changed from Fridays to Thursdays, starting two weeks ago. Deliveries 54 on the Pastores and 55 on the Musa-Platano. Grade has continued very light and outturns grass green. Percent ripen, 0.4-0.8.

Grade 0% full, and 55-40% undergrade, the latter figure representing the most recent arrival, Pastores-4, March 27th, and the first real improvement since this variety came into New York in January. About 8-15% of each cargo was a three quarter grade. Average weight of 9's, 73-74 lbs., about the same as last month.

Quality only fair, due to 10-30% extreme openhandedness and 55-65% medium, and a very light grade, though the finger length has been good and the sizes large.

Appearance good, with only 4-6% medium scarring and bruising and 1% heavy, even better than last month. Fruit mostly fresh and only traces of leaf scar, acid injury, latex stain and dust residue. Fruit has been free bleeding, with no discoloration under the peel, and only scattered traces of dull color.

Cars carried green, aside from "request" cars, at average brace temperatures, 59-61. Moderately warm temperatures have been carried on this variety on account of the light grade and grass green cutturns to counteract any possible slow ripening, but where high temperatures are maintained for any length of time, there is a tendency toward slight softening of the pulps.

No complaints were received out of about 420 cars loaded.

QUEPOS:

Regular weekly arrivals into Philadelphia on Mondays. Deliveries 52 'till returns reached 55, then 53 on all except the Telde-3, March 10th, which was carried at 53 'till returns reached 55, then 54. Starting with the San Benito-4, March 31st, all will be carried at 53, with ships of the Telde class at 54, as the Quepos fruit is now carrying greener and the grade lighter, though the Pozo fruit is still tender. Inasmuch as the Pozo makes up nearly half of each cargo now, ship deliveries cannot be carried much higher. Percent ripens, 4.4 to 1.1, greener than last month.

Grade 0% full and 35-40% undergrade, falling off each week. Average weight of 9's, Quepos and Pozo mixed, 72-69 lbs., considerably lighter than last month.

Quality good to fair, with 0-5% shortfingeredness, but 15-20% openhandedness and ragged.

Appearance good to fair, with 15-20% medium scarring and bruising, and 0-2% heavy, same as last month. Fruit generally fresh, with only scattered traces of age. Due to continued scattered complaints that about 5-10% of this fruit in various jobbers' rooms comes up a poor chilled color, many fingers are being broken at steamer discharge to

determine whether there is any discoloration under the peel. Very little has been found in the Quepos fruit and it has been mostly free bleeding. However, on the San Gil-4, March 24th, as much as 20% sluggish bleeding and pigmentation under the peel, with the appearance of chilling, was discovered on the Pozo fruit. This condition was found at both ends of the ship, scattered in different bins. Some ripers had a definite brown discoloration, indicative of chilling. No signs of chilling, slow bleeding, or discoloration under the peel were noticed in either variety on the latest arrival, S. Benito-4.

Cars of Quepos carried practically all green, but on the other hand, the Pozo variety showed mostly "turnings" in cars. Average brace temperatures were 58-59 on Quepos, lower on the Pozo cars.

Out of about 225 cars loaded (including about 30 cars of Pozo fruit) we received on Quepos, two complaints for "some chilled" and two for "small, poor quality, scarred and bruised;" on Pozo, three for "old looking, weak stems, hard to ripen, poor color and scarred and bruised," and two for "turning, considerable green fruit soft." Also general complaints, especially from the Philadelphia area on almost every cargo, for "slow, uneven ripening, chilled and soft pulps" on both varieties, and especially for "chilled" on the Dafien-4, March 17th.

POZO:

9000-13000 stems in each Quepos cargo, increasing. Percent ripers, 20.5 to 10.6 decreasing the last two weeks, although we had the extremely high figure of 60.4 on the S. Gil-3, March 3rd, due to too heavy grade as well as excessive age. If high ripers are going to continue in Pozo, while the Quepos fruit remains grass green, a suggestion might be made to load all the Quepos in one end of the ship, and the Pozo in the

other end, so that proper ship temperatures can be maintained.

Generally poor condition, with 25-60% decided age.

Grade 10-0% full and 15-40% under grade, definitely lighter than last month.

Quality generally good, though 10% shortfingeredness in the last two cargoes, and 10-20% openhandedness and raggedness in every cargo.

Appearance mostly rather poor, with 23-35% medium scarring and bruising and 2-15% heavy, aggravated by a great amount of age. The S. Gil-3 and the S. Benito-4 cargoes each showed 45% medium to severe scarring and bruising. About 2000 stems on the latter cargo looked like "rejects", as they were excessively bruised and scarred. Practically all cars of this variety have been marked either "Fair" condition, or "Special" quality by the Inspection Department.

For complaints, please see under Quepos remarks.

JAMAICA:

Weekly arrivals of ventilated cargoes (Crawford Ellis and Harboe Jensen) each Thursday into Boston. Percent ripe, 18.8 to 21.6, with the Harboe Jensen-5, March 13th, making 38.8. Condition fair to poor.

Grade 0-5% full and 35-55% under grade, light and very irregular. The Montego Bay and Kingston fruit which comprised the last two cargoes, was especially light. The Port Antonio, Bowden and St. Catherine's fruit, which made up most of the first two cargoes was a much better grade and quality, as evidenced by the average weight of 9's, 54-55 lbs., while 9's on the two most recent arrivals averaged only 49 lbs.

Quality fair to good in fruit from the last three ports mentioned, with only 5% shortfingeredness and 3-10% openhandedness, but fair to poor in Montego Bay and Kingston fruit, due to 20-25% shortfingeredness, 5-10% openhandedness, and a very light grade.

Appearance fair to poor in all, with 10% medium scarring and bruising, and 10-15% heavy. 5-10% speckled in each cargo. Though the fruit appeared normal for latex flow and color at discharge of earlier cargoes, yet on the most recent arrival, the Harboe Jensen-6, March 27th, there was evidence of chilling and scattered sluggish bleeding was encountered - fruit had the earmarks of a dried out condition. Pulp at discharge mostly 56-68, average around 60 on all cargoes.

Meloripe reported generally only fair ripening for uniformity, evenness and color - somewhat irregular and uneven, with 5% severe "off" color on the Crawford Ellis-7, March 20th. The general appearance has been fair to poor.

The few cars shipped outside the New England territory, showed many "turnings" on 2nd and 3rd day deliveries, though carried at average brace temperatures of 55.

Out of 32 cars loaded, we received two complaints for "75% ripe and turning, soft, very thin, shortfingered and dirty" and one complaint for "dirty, scarred and bruised", but three more complaints on the Harboe Jensen-4, discharged last month, for "mostly turning", mashed scarred, bruised and inferior quality" were received after last month's summary was written.

R. B. TENKSBERY.

New Orleans, La., April 2nd., 1941

Mr. J. N. Kelley:

This is the 60th summary of the ripening characteristics of the various varieties into the South for period week ending March 8th., to March 29th.

BARRIOS (WEST COAST PURCHASED):

Two refrigerated shipments into Mobile only, carried with Guatemala West Coast and Guatemala East Coast or both, the first into the South this year. Percent ripe and turning 15.3 to 27.5%, which is excessive. Age when loaded on steamer 36 to 37 hours and both steamers arrived at Mobile on the afternoon prior to discharge day, which undoubtedly affects both steamer ripens and carrying quality in cars. The Tela-6, with total age of 116 hours made 15.3% ripe and turning and carried Isir, while the Tela-7, with age 115 hours made 27.5% ripe and turning and cargo was "blowing" at Fulton with minimum car temperatures and carried under ventilation. This steamer is apparently loading on Sunday and sailing around midnight Sunday, therefore, if it loaded Sunday night and sailed Monday morning, they should have no trouble in arriving Mobile early Thursday morning. Time en-route to Mobile about 64 hours. Temperature instructions to steamer 53 minimum delivery on first cargo; 52 until returns reached 55, then raised deliveries to 53 on second cargo. Present instructions 52 minimum delivery throughout voyage.

Appearance: Poor, with 35 to 45% scarred, including 10 to 15% severe. 30 to 40% short cut butts. Our inspection: Scarring 7 to 13% medium, 2 to 8% heavy, also our representative reports acid injury 22 to 27% slight, 7 to 12% medium and 2% heavy, however, this variety is not supposed to be sprayed. Samples inspected by the writer did resemble acid injury. Sun burned or yellow tip 0 to 3% slight and 0 to 1% medium; Short Cut Butts 25 to 32%; Red Rust, Leaf Scar, Black Bee Injury, Maturity Stain all negligible. Speckling index 7.0 to 8.5.

Quality: 40 to 45% Good, none Poor. Grading 55 to 60% under desired grade. Our Inspection: Grading 58 to 60% under desired grade, including 3 to 4% English cut; Short Fingered 38 to 42% slight, 2 to 5% extreme; Openhanded 19 to 28% slight, 5 to 8% medium, 0 to 1% extreme. Average weight of 9's 70.9 to 73.5.

Complaints:- None to date.

BLUEFIELDS:

Regular fortnightly shipments of approximately 17,000 to 18,000 stems into New Orleans only, this being an increase. All naturally ventilated cargoes, carried on the Lysefjord and Nicereo. Percent ripe and turning 22.1 to 24.0% - little change.

Appearance: Fair - an improvement, with 15% scarred, including 0 to trace severe; Insect Injury 25%, including trace severe; Red stain 0 to 5%; Spotting 5%. Our Inspection: Scarring 7 to 15% medium, 1 to 2% heavy - an increase; Black Bee Injury index 16.8 to 25.0 - an increase; Red Rust negligible - no change; Maturity Stain index 3.3 to 4.3 - a continued decrease; Spotting index 3.8 to 9.0 - a continued slight decrease; Mottling and Leaf Scar negligible.

Quality: 5 to 25% Good, 30 to 45% Poor - a very decided improvement. Grading 70 to 90% under desired grade, including 20 to 30% English cut and 0 to 5% thin; Short Fingered 25%, including trace severe; Openhanded 25 to 35%, including trace severe. Our Inspection: Grading 85 to 90% under desired grade, including 40 to 55% English cut and 2 to 5% thin - an improvement, with a decrease in the thin and English grades; Short Fingered 22 to 38% slight, 2 to 6% extreme - a continued increase; Openhanded 40 to 44% slight, 40 to 46% medium, 4% extreme - little change. Average weight of 9's 55.1 to 60.8 - an increase.

Carrying quality in cars good, shipments consigned to first and second morning deliveries.

Complaints:- None.

CHIRIQUI:

Regular weekly refrigerated cargoes into Mobile only. Percent ripe and turning 3.5 to 4.4% - a decrease. Temperature instructions to steamers 53 and 54 minimum deliveries throughout voyage.

Appearance: Fair to Poor, mostly Fair, with 30 to 40% scarred, including 5 to 10% severe; Sun Burned 0 to 5%; Red Stain 0 to 5%. Three cargoes showed 20 to 35% of general and severe scarring due to acid injury. Our Inspection: Scarring 11 to 17% medium, 2 to 9% heavy - an increase; Maturity Stain index 5.5 to 9.3 - slight increase; Spotting index 2.8 to 5.0 - a decrease; Red Rust index 1.2 to 2.8 - a slight increase; Sun Burned or Yellow Tip trace; Leaf scar, Black Bee Injury negligible; Speckling and Blotch index 11.3 to 17.5 - an increase; Acid Injury 12 to 19% slight, 3 to 7% medium and 0 to 2% heavy - an increase.

Quality: 20 to 25% Good, 5% Poor - an improvement, with less Poor fruit. Grading 75 to 80% under desired grade, including 0 to 5% English cut; Open-handed 0 to 15%. Our Inspection: Grading 68 to 77% under desired grade, including 9 to 12% English cut - an improvement, particularly due to decrease in English and thin grade fruit; Short Fingered 26 to 35% slight and 0 to 1% extreme - little change; Openhanded 25 to 41% slight, 11 to 17% medium and 2 to 4% extreme - little change. Average weight of 9's 77.6 to 78.9 - little change.

Carrying quality in cars good, including Canadian and Northwest shipments.

Complaints:- None.

FORTUNA:

Two refrigerated cargoes weekly into New Orleans and weekly arrivals (split cargoes) into Charleston. Percent ripe and turning 0.8 to 13.7% - very variable, with Cortes fruit making the most ripens and some Tela cargoes very green. Carrying quality in cars good, with only three complaints account hard to ripen. Temperature instructions to steamers 53 minimum delivery, excepting some Tela cargoes,

54 minimum delivery throughout.

Appearance: Good, scarring 10 to 25%, including 0 to 5% severe; Red Stain 0 to 20%; Sun Burned 5 to 15%, including 0 to trace severe. Our Inspection: Scarring 5 to 8% medium and 1 to 3% heavy - a slight increase; Red Rust index 5.5 to 10.8 - a continued decrease; Sun Burned or Yellow Tip 5 to 14% slight, including 0 to trace severe; Leaf Scar 15 to 27% slight, 0 to 2% medium and 0 to 1% heavy - an increase; Spotting, Sooty Mold, Maturity Stain, Acid Injury all negligible.

Quality: 15 to 55% Good, 5 to 35% Poor - a decided decline, with considerable increase in the poor quality, particularly in recent Tela cargoes. Grading 40 to 80% under desired grade, including 0 to 25% English cut and 0 to 5% thin; Short Fingered, 0 to 30%, including 0 to 5% severe; Openhanded 20 to 40%, including 0 to 5% severe. Our Inspection: Grading 63 to 83% under desired grade, including 4 to 30% English cut and 0 to 4% thin, also 0 to trace full - a very decided decline and the poorest grade Fortuna fruit received into the South in many years. Short Fingered 10 to 27% slight and 0 to 5% extreme - a continued increase; Openhanded 37 to 56% slight, 19 to 42% medium and 0 to 7% extreme - a continued decided increase. Average weight of 9's 68.3 (All Tela cargo) to 78.8 (All Cortes cargo) - a continued decrease.

Complaints:- 1 car thin and immature, 1 car arrived Columbus without Messenger, temperatures high, 1 car excessive scarring and bruising, 1 car inside 51, pulp 52 (handling OK), 2 cars hard time ripening, very thin and immature, few hands would ripen, balance would be grass green, 1 car inside 52, pulp 54 (handling OK), 1 truck complained very slow ripening immature. Kansas City trade complain of scarred and split fingers on Cortes-Tela, also falling off in quality.

GUATEMALA (EAST COAST):

One refrigerated shipment of approximately 3,900 stems into Mobile only, carried with Guatemala West Coast Produced and Barrios West Coast Purchased,

the first of this variety into the South this year. Percent ripe and turning 11.2%.
Temperature instructions to steamer 53 minimum delivery throughout.

Appearance: Good, 15% scarred, none severe. Our Inspection: Scarring 13% medium, 7% heavy; Maturity Stain index 5.5; Sun Burned or Yellow Tip 2% slight; Red Rust index 1.8; Black Bee Injury index 2.8; Spotting, Leaf Scar, Speckling, Acid Injury all negligible.

Quality: 40% Good, none Poor. Grading 60% under desired grade. Openhanded 20%. Our Inspection: 55% under desired grade, including 2% English cut, also 3% full; Short Fingered 23% slight; Openhanded 24% slight, 7% medium and 1% extreme. Average weight of 9's 73.5.

Complaints:- None.

GUATEMALA (WEST COAST PRODUCED):

Two refrigerated shipments only into Mobile, carried with Guatemala East Coast and Berrios West Coast Purchased or both. Percent ripe and turning 3.7 to 8.1%. Temperature instructions to steamers 53 minimum delivery throughout voyage, also reduce deliveries to 52 until returns reach 55, then raise deliveries to 53.

Appearance: Good, with 20% scarred, including 5% severe; Sun Burned 0 to 5%. 20% of general and severe scarring due to acid injury. Our Inspection: Scarring 8% medium and 2% heavy; Speckling and Blotch index 16.5 to 18.0; Red Rust index 0.5 to 1.3; Sun Burned or Yellow Tip 0 to 3% slight and 0 to 1% medium; Spotting, Leaf Scar, Black Bee Injury, Maturity Stain all negligible. Acid Injury 21 to 23% slight, 5% medium and 0 to 1% heavy.

Quality: 60 to 70% Good, none Poor. Grading 30 to 35% under desired grade; Openhanded 0 to 30%, including 0 to 5% severe. Our Inspection: 42 to 44% under desired grade, including 0 to 1% English cut, also 1 to 5% full; Short Fingered 27 to 33% slight; Openhanded 38 to 43% slight, 13 to 18% medium, 4 to 5% extreme. Average weight of 9's 73.5 to 76.1.

Carrying quality in cars good.

Complaints:- None.

JAMICA:

Regular weekly arrivals into Jacksonville, all naturally ventilated steamers. Percent ripe and turning 12.5 to 22.5% - a continued decrease - wilted 30 to 60%.

Appearance: Generally Poor, with 40 to 75% scarred, including 10 to 20% severe. Jacksonville also reports 20 to 25% ragged, including 5 to 10% severe. However no wind chilled has been reported since the Cadmus-4, discharged March 3rd., which showed 3%, including 2% severe; Maturity Stain trace; Speckling 0 to 10%, including 0 to 5% severe.

Quality: 10 to 40% Good and 15 to 30% Poor - a continued decline. Grading 30 to 70% under desired grade, including 5 to 15% English cut and 0 to 5% thin - a continued decline; Short Fingered 15 to 30%, including 5% severe - little change; Openhanded 10 to 20%, including 5 to 10% severe - a slight increase. Average weight of 9's 51.5 to 56.3 - a slight decrease.

Carrying quality in cars fair to good.

Complaints:- 2 cars badly scarred, thin and chilled (handling OK)

LIMON VARIETIES:

ATLANTIC:

Weekly arrivals into New Orleans only, carried with San Juan and Turrialba or both, all refrigerated steamers. Percent ripe and turning 8.5 to 12.4% - an increase - wilted 35%. Temperature instructions to steamers, reduce deliveries to 52, until returns reach 55, then raise deliveries to 53, excepting the Argual, which was carried at 53 throughout.

Appearance: Fair to Poor, mostly Poor, with 15 to 20% scarred, including trace severe; Spotting 5 to 10%; Black Bee Injury, 10 to 15%; Red Stain 10 to 15%. Our inspection: Scarring 4 to 8% medium, 1 to 3% heavy - an increase; Spotting index 12.0 to 17.8 - a slight increase; Black Bee Injury index 5.5 to 12.8 - a slight increase; Maturity Stain index 12.5 to 16.3; Leaf Scar, Red Rust, Speckling

and Blotch, Mottling all negligible.

Quality: 45 to 50% Good, 5 to 10% Poor - little change. Grading 45 to 50% under desired grade, including 5% English cut; Short Fingered 15 to 20%; Openhanded 20 to 30%, including trace severe. Our Inspection: Grading 46 to 50% under desired grade, including 2 to 3% English cut - little change; Short Fingered 15 to 22% slight - a slight decrease; Openhanded 44 to 57% slight, 24 to 35% medium and 1 to 3% extreme - little change. Average weight of 9's 66.2 to 68.3 - (weighed with San Juan variety) - little change.

Carrying quality in cars generally good.

Complaints:- 1 car bruised, scarred, dirty and poor quality (including San Juan).

SAN JUAN:

Weekly shipments of approximately 5,300 to 6,400 stems - a continued increase, carried with Atlantic or Turrisalba or both, into New Orleans only, all refrigerated shipments. Percent ripe and turning 14.3 to 22.5% - a decided increase - wilted 65 to 80%. Temperature instructions to steamers same as Atlantic.

Appearance: Fair to Poor, mostly Poor, with 15 to 20% scarred, including trace to 5% severe; Spotting 5 to 10%; Red Stain 0 to 20%, including 0 to trace severe; Insect Injury 10 to 15%. Our Inspection: Scarring 2 to 10% medium, 2 to 6% heavy - an increase; Black Bee Injury index 10.8 to 16.3 - an increase; Red Rust index negligible to 3.0; Maturity Stain index 16.3 to 21.3 - slight decrease; Spotting index 10.5 to 15.5; Mottling index 4.0 to 14.0 - little change; Leaf Scar, Latex Stain, Speckling all negligible.

Quality: 40 to 65% Good, 5 to 10% Poor, a slight increase in the poor quality fruit. Grading 35 to 60% under desired grade, including 0 to 5% English cut; Openhanded 20 to 25%, including trace severe. Our Inspection: Grading 35 to 69% under desired grade, including 0 to 7% English cut - a general decrease, however the Ar-gual-4, discharged March 25th., showed 65% full 3/4 grade, no English cut; Short Finger-

ed 4 to 10% slight - little change; Openhended 39 to 47% slight; 21 to 41% medium and 2 to 4% extreme - a continued increase. Average weight of 9's same as Atlantic.

Carrying quality in cars fair.

Complaints:- 1 car bruised, scarred, dirty and poor quality (including Atlantic).

TURRIALBA:

Three refrigerated shipments of approximately 900 to 2,200 stems, carried with Atlantic and San Juan varieties into New Orleans only. Percent ripe and turning 5.9 to 9.6% - an increase, wilted 60%. Temperature instructions to steamers same as Atlantic and San Juan.

Appearance: Fair, scarring 15 to 20%, including trace severe; Spotting 5 to 20%; Insect Injury 10 to 15%. Our inspection: Scarring 1 to 2% medium, 0 to 1% heavy, practically free from mechanical scars; Spotting index 5.0 to 11.5 - little change; Mottling index 3.0 to 7.5 - a decrease; Black "see Injury index 3.3 to 3.5 - little change; Leaf Scar 28 to 30% slight, 0 to 1% medium - a slight increase; Red Rust, Maturity Stain negligible.

Quality: 25 to 50% Good, 5 to 15% Poor - a continued improvement. Grading 50 to 70% under desired grade, including 5 to 15% English cut; Short Fingered 0 to 20%. Our inspection: Grading 55 to 66% under desired grade, including 6 to 9% English cut - a continued improvement, with less English cut and more full 3/4 fruit; Short Fingered 20 to 30% slight - little change; Openhended 20 to 34% slight, 2 to 4% medium - a continued increase. Average weight of 9's 62.7 to 66.3 - little change.

Carrying quality not known, as most of this loaded into trucks.

Complaints:- None.

QUEPOS:

Regular weekly arrivals into Galveston, carried with Pozo variety, all refrigerated steamers. Percent ripe and turning 2.5 to 4.0% - a continued decrease. Temperature instructions to steamers 53 minimum delivery throughout.

Appearance: Good to Fair, mostly Fair, with 25 to 30% scarred, in-

cluding 5% severe; Acid Injury 5%. No under peel discoloration reported.

Quality: 35 to 45% Good and 5 to 10% Poor - a continued slight decline. Grading 55 to 65% under desired grade, including 5% English cut - a continued decrease; Openhended 35 to 40%, including 0 to 5% severe - an increase. Average weight of 9's 69.8 to 73.2 - a continued decided decrease.

Carrying quality in cars good.

Complaints:- 2 cars considerable scarred, many broken and rotten fingers, 4 cars thin, scarred and slow ripening, 1 truck thin, scarred and slow ripening. Oklahoma City trade complain Quepos fruit entirely too thin and will not ripen in reasonable time - all buyers complaining.

POZO: (PURCHASED QUEPOS)

Weekly refrigerated shipments of approximately 7,000 to 9,900 stems, a slight increase, carried with Quepos. Percent ripe and turning 12.0 to 15.0% - a continued decrease. Temperature instructions to steamers same as for Quepos, account mixed stowage on steamers.

Appearance: Fair to Poor, mostly Fair, with 40 to 55% scarred, including 5 to 10% severe.

Quality: 25 to 40% Good, including 10 to 20% Poor - a continued decline; although recent cargoes have shown some improvement. Grading 60 to 75% under desired grade, including 10 to 15% English cut - a decrease; Short Fingered 5 to 10% - an increase; Openhended 30 to 40%, including 5% severe - an increase. Average weight of 9's 68.6 to 79.3 - little change, excepting San Mateo-5, March 27th., average weight of 9's 79.3.

Carrying quality in cars good to fair.

Complaints:- None.

SEVILLA:

Weekly arrivals into Charleston, mixed cargoes, carried with Santa Marta and split cargoes for the East. Percent ripe and turning 7.7 to 9.4% - a de-

crease - wilted 20%. Temperature instructions for steamers issued by New York office.

Appearance: Good, scarring 30 to 35%, including 0 to 5% severe.

Quality: 75 to 80% Good and 5% Poor - no change. Grading 15 to 20% under desired grade - no change; Openhanded 35 to 55%, including 5% severe - no change. Average weight of 9's 69.6 to 71.7 - no change.

Carrying quality in cars fair.

Complaints:- 1 car chilled - pulps on bottom hands 46 (handling OK), 1 car very poor quality, scarred, bruised and openhanded (including Santa Marta).

SANTA MARTA:

Weekly arrivals into Charleston, carried with Sevilla. Percent ripe and turning 10.0 to 14.0% - little change - wilted 20 to 30%. Temperature instructions to steamers same as for Sevilla.

Appearance: Poor to Fair, mostly Fair, with 40 to 50% scarred, including 5 to 10% severe - a continued increase.

Quality: 60 to 70% Good and 10% Poor - little change. Grading 25% under desired grade - no change; Short Fingered 5 to 20% - an improvement; Openhanded 55 to 65%, including 10% severe - a continued increase. Average weight of 9's 61.1 to 65.1 - little change.

Carrying quality in cars fair.

Complaints:- 1 car very poor, scarred, bruised and openhanded (including Sevilla).

GCD/RA

G. C. Dexter

c.c. Mr. C. E. Chadwick, Jr.

New Orleans, La., April 2nd., 1941

Mr. J. N. Kelley:

A brief summary of the attached ripening characteristics report is as follows:-

BARRIOS (WEST COAST PURCHASED):

Two refrigerated shipments into Mobile, carried with West Coast and East Coast Guatemala, the first into the South this year. Ripe percentages were high, possibly due to age when loaded and the fact that steamer arrived day prior to discharge was not helpful. This steamer apparently loaded on Sunday, sailed around midnight, arrived Mobile Wednesday afternoon and worked Thursday morning. General appearance poor, with heavy scarring, also our representative reported acid injury, however this variety not supposed to be sprayed. Samples sent here resembled acid injury. Quality about 45% good, chief defects under grade and short fingeredness, some openhanded. First cargo carried fair in cars, second "blew up."

BLUESFIELDS:

Regular fortnightly naturally ventilated cargoes of 17,000 to 18,000 stems (an increase) into New Orleans only, with high ripes, but not excessive for this variety. Appearance fair, an improvement, with chief defects black bee injury, some maturity stain and spotting. Quality improved decidedly, with 5 to 25% good and only 30 to 45% poor, with chief defects under grade, short fingeredness and openhandedness. Carrying quality in cars good for first and second day deliveries.

CHIRIQUI:

Regular weekly arrivals continued into Mobile, with steamer ripes normal. Appearance fair to poor, with chief defects scarring, maturity stain, speckling and blotch and some acid injury, latter showing an increase. The quality improved with 20 to 25% good and only 5% poor, this being the result of an improve-

ment in grading, particularly in English and thin grades. Chief defects under grade and openhandedness. Fruit carried good in cars. No further complaints of fruit ripening with chilled appearance. Small amount of sun burned or yellow tip fruit noticed in cargoes.

FORTUNA:

Quality continued to decline, particularly the Tela fruit, with as much as 83% under desired grade, including 30% English cut and 4% thin, the poorest Fortuna received into the South in many years. Short fingeredness continues to increase as well as openhandedness. Cortes cargoes contain more good fruit than those from Tela. Appearance still good, although cargoes still contain about 5 to 14% of slight sun burned or yellow tip fruit. Few complaints regarding quality and ripening difficulties. Carrying quality in cars good.

GUATEMALA (EAST COAST):

One small refrigerated cargo into Mobile only, carried with Guatemala West Coast Produced and Barrios (West Coast Purchased), the first into the South this year. Percent ripe and turning 11.2%, with 40% good quality, none poor. Under grade and openhandedness chief defects, although neither very bad. Appearance good.

GUATEMALA (WEST COAST PRODUCED):

Two refrigerated shipments only, into Mobile only and carried with Guatemala East Coast and Barrios (West Coast Purchased), this also the first of this variety into the South this year. Ripe percentages slightly above normal. Quality 60 to 70% good and none poor, this apparently the best quality fruit now being received, chief defect being openhandedness. Appearance generally good, however, our inspection shows some speckling and blotch, small amount of sun burned or yellow tip fruit and quite heavy acid injury. Carrying quality in cars good.

JAMICA:

Regular weekly naturally ventilated cargoes continued into Jackson-

ity in cars fair to good. The quality continued to decline, with only 10 to 40% good and 15 to 30% poor, chief defects under grade and short fingeredness. Appearance still poor, with high percentage of severely scarred and ragged fruit, however no wind chilled reported in past two cargoes.

LIMON VARIETIES:

ATLANTIC:

New Orleans still receiving weekly refrigerated shipments, carried with San Juan or Turrialba or both. Ripe percentages increased and above normal. Quality about the same, with about 50% good and 5 to 10% poor. Under grade and openhandedness chief defects. Appearance mostly poor, due to an accumulation of appearance defects, including spotting, black bee injury and maturity stain. Mechanical scarring light and carrying quality in cars good.

SAN JUAN:

Weekly shipments of 5,300 to 6,400 stems - a continued increase, into New Orleans, carried with Atlantic and Turrialba or both, with a decided increase in steamer ripe, going as high as 22.5% and carrying quality in cars only fair for short distance. Quality showed decrease, with more poor quality, chief defects being openhandedness and under grade, although the Argus-4 cargo, discharged March 25th., showed 65% full 3/4 grade and no English cut.

TURRIALBA:

Small weekly shipments of approximately 900 to 2,200 stems, carried with Atlantic and San Juan, also showed an increase in ripe percentages, the maximum being 9.6%. Quality continued to improve with 25 to 50% good and 5 to 15% poor, chief defects under grade, which also improved with less English cut and more full 3/4 fruit. Appearance fair, with almost an absence of mechanical scarring, defects being an accumulation of some spotting, mottling, black bee injury, leaf scar, the latter showing an increase.

QUEPOS:

Galveston continued to receive weekly refrigerated shipments, car-

ried with Pozo variety. Ripe percentages continued to decrease slightly and about normal, also quality continued to decline slightly and was about 40% good and 5 to 10% poor. Under grade and openhandedness chief defects. Appearance good to fair, with scarring chief defect. No under peel discoloration reported last month. Carrying quality in cars good.

POZO:

Weekly arrivals into Galveston of 7,000 to 9,900 stems, a slight increase and carried with Quepos. Ripe percentages about normal, but showing a continued decrease. Quality 25 to 40% good and 10 to 20% poor, showed a continued general decline, although recent cargoes have shown some improvement. Chief defects under grade, with considerable English cut and openhandedness. Appearance fair to poor, with scarring chief defect. Carrying quality in cars good to fair.

SEVILLA:

Regular weekly arrivals into Charleston, carried with Santa Marta and split cargoes for the East. Ripe percentages, although still above normal, decreased. Charleston reports this fruit to be 75 to 80% good quality, with openhandedness chief defect and of good appearance. Carrying quality in cars fair.

SANTA MARTA:

Regular weekly arrivals into Charleston, carried with Sevilla. Ripe percentages continued high, ranging from 10.0 to 14.0%. Quality continued about 60 to 70% good and 10% poor. Chief defects openhandedness and some short fingeredness. Appearance poor to fair, with scarring chief defect. Carrying quality in cars fair.

GENERAL:

To date no cargoes, either refrigerated or naturally ventilated, have been iced, with the exception of a few ripe and turning cars; we are however approaching the season when icing may be necessary at any time.

Probably the most outstanding remarks in this report refers to the

continued decline and the general poor quality of recent Fortune cargoes, particularly those from Tela. From our reports, it would appear that our best varieties at present are the Guatemala West Coast Produced and Sevilla.

Importations into Southern ports have already shown an increase, with the second cargo discharging at Mobile during week ended March 29th, and the second cargo due to discharge Galveston during week ending April 5th.

CCD/EA

G. C. Dexter

c.c. Mr. C. E. Chadwick, Jr.

FRUIT DISPATCH COMPANY

New York, June 6, 1957

Dr. Wilson Popenoe
Antigua

Dear Wilson:

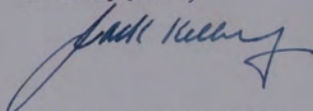
Ethel and I have just returned from a trip to Panama and Costa Rica and were sorry that we could not arrange our plans to visit Honduras so that we would have had an opportunity to see you and Mrs. Popenoe before you left Zamorano. On my return I received your card from the school with the printed announcement of your retirement as of June 1st and giving your address in Guatemala.

Both of us want to congratulate you on becoming Director Emeritus but notwithstanding this honor, which you so well deserve, we feel badly on your leaving and sense a real loss. I don't know exactly how to say it, but we always felt very good about knowing you and knowing that you were with the company in the tropics. This is no doubt due to our earlier associations in Washington.

Before leaving for the tropics I wrote you a little note but about that time I received a request from Mr. Whitman for a letter to be included in the portfolio of other letters, so sent it on to him instead of mailing it direct to you as I had originally planned. I certainly hope that both you and Mrs. Popenoe will feel free to call on us if there is anything that we can get or do for you in the States. Will also be looking forward with pleasure to seeing you whenever you come our way.

I am
With kindest regards to you both from Ethel and myself,

Sincerely yours,



P.S. The surveying aneroid which we sent to England for repairs is back, as I think I told you in a previous letter. I will send this down to you in Guatemala by someone in the company when he comes through.

J.N.K.

FRUIT DISPATCH COMPANY

EQUIPMENT DEPARTMENT

PIER 7, NORTH RIVER, NEW YORK CITY - 6

WHEN REPLYING PLEASE
REFER TO NO.

IN RE.

July 26, 1957

PERSONAL

Dear Wilson:

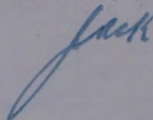
I was very glad to receive your letter of July 21 and to have your new address at San Salvador. Best of luck in your new work, which I am sure will be successful. If there is anything I can do up at this end for you at any time, please do not hesitate to let me know.

I note what you say about sending down the surveying aneroid. I have had this packaged and have turned it over to Mr. Purcell of our Passenger Department. He will send it down at an early date, addressed to you care of Mr. Taillon at Guatemala City.

Thanks very much for your invitation for Ethel and me to visit you in Guatemala, and you may rest assured, if we get down, that will be one of the most important things we will want to do.

With kindest regards from both of us to you and Mrs. Popenoe, I am

Sincerely yours,



Dr. Wilson Popenoe
21 Avenida Roosevelt
San Salvador
Rep. de El Salvador

Rancho California, Almuñecar (Granada) Spain
21 October 1958

Mr J N Kelley
United Fruit Co, Pier 3 North River
New York 6, NY

Dear Jack:

I wrote Mr Prince a few days ago, asking if there would be a ship going to Central America in December or January, and now I find we may have to change our plans again. I never have made a trip on which I have so much to live day by day, without knowing where I might go tomorrow. It is quite possible now that we may be flying to New York around the end of the year, instead of going direct to Central America. It depends upon certain family matters in California.

Jasper Baker writes that the film "Why the Kremlin Hates Bananas" or something of that sort has been shown in Washington. If we should go home via the USA I greatly hope we can see it. I remember the time you showed the Zamorano film which Mr Zemurray tabooed because the boys were swimming in a dirty river - at least it looked dirty! Probably the film had other faults also; I don't recall.

I enclose some notes on banana culture in Israel. I have started out with a summary which I think is all you need. Reminds me of the time I was transferred as Agrl Assistant to Mr Pollan, and he said to me, Now when you write a report, make it as long as you want, but put a summary on the first page, just one page in length; otherwise when I take the report to Mr Zemurray he will ask, Pollan, what is there in this report that I ought to know?

If you think there is anything in the enclose report that anybody ought to know, please have it copied and send it around. I would copy it myself but I am rather snowed under, trying to catch up with all the mail before we leave at the end of the week for Barcelona. I hear there are some avocado trees in that neck of the woods, and Before we leave Spain I want to have seen with my own eyes every avocado tree which is growing in this country.

Maybe Dr Thornton would like a copy of my report for his files. Speaking of files reminds me of my old gag at Zamorano. When people asked me, What will you do if a band of rebels comes down the road? And I always answered, I'll jump in the files. They will never find me there.

Always cordially yrs,

Wilson Popenoe

New York, December 5, 1958

Dr. Wilson Popence
c/o Miss Martha Sussman
American Embassy
Madrid, Spain

Dear Wilson:

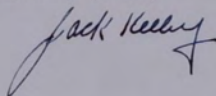
I have had copies made of your notes on your trip to Israel, and have sent copies to Mr. Redmond, Mr. Bump, Dr. Thornton and Dr. Hobson. I have also sent Mr. Bump a small extra supply with the suggestion that he might perhaps want to send to others.

Two copies are attached and I have additional copies here which I would be glad to send to any others you might suggest. Perhaps when you get to the States, you would like to take a few of these along with you for future use.

I hope we will have the pleasure of seeing you in New York if you come back this way, at which time we would screen the film, "Why the Kremlin Hates Bananas," for you.

With kindest regards and every best wish for the Holiday Season - and a Merry Christmas - just in case we don't see you here before that time.

Sincerely yours,



enclosures

New York, January 2, 1959

Dear Wilson:

I was very glad, as always, to receive your interesting letter written from Madrid on December 19. By this time, if you kept to your plans, you are back in Guatemala. Your letters written while you were away have been read by all of us with great interest, and it was good of you to take the time to keep us informed on your activities.

I think a lot of people are changing their minds in due course about the varieties. We were particularly interested to hear about the use of ethylene on the Cavendish fruit, for we have been stressing the importance of ethylene on all varieties, but particularly on Cavendish and Lacatans where uniform ripening and quick ripening are desired to get them on the market quickly.

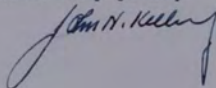
Martin Connelly called me up from Boston a week or so ago and he told me he had brought back the package you had previously mentioned having secured for Ethel. Mr. Marquette brought this down, and I cannot begin to tell you how tremendously pleased Ethel was with the cross. It is most unusual, very old and very beautiful. It looks wonderfully well on her, particularly with green dresses or the shades of green which she is especially fond of. She will be writing you herself shortly, and I know she is going to want to know more about it.

I am sorry that your plans did not bring you back through New York, as we would have loved to see you - and I was counting on screening for you the picture, "Why the Kremlin Hates Bananas." By the way, Mr. Whitman tells me the Boston Office has approved their changing the title of this picture, as a vote was taken and a great many people thought a different title would make the picture more acceptable.

With kindest regards, and every best wish to you and Mrs. Popenoe,

I am

Sincerely yours,



Dr. Wilson Popenoe
Calle de la Nobleza No. 2
Antigua, Guatemala

Antigua, Guatemala, 6 January 1959

Mr J N Kelley
United Fruit Co,
Pier 2 North River New York 6, NY

Dear Jack:

Your letter of the 2nd came yesterday and we are glad to know the little emerald cross reached Ethel safely, though of course we knew it would, since it was in the hands of our good old friend Martin. Incidentally, we greatly enjoyed our hasty tour of Spain with them, though we hit some pretty cold and raw weather when we went up north to see the old home of Fray Tomás de Berlanga. But I believe Martin got quite a thrill out of the little town of Berlanga, though we all got sore because the only woman in town who would serve us lunch charged us \$1.25 each. That might not shock you, New Yorkers, but it just about spoils the day for us Spaniards.

Tell Ethel this about the emerald cross. They are Colombian emeralds but of course not fine ones. Apparently the Spaniards who came home from South America in colonial times brought home emeralds, the as far as we have been able to see, mostly to Andalucia. There is a little Arab in Granada, Manuel Arrufat (Esther Connolly bought a few things from him) with whom we have dealt for seven or eight years. He prowls around the small towns, finds old women who are about to die of hunger and who have the family jewels left, and tells them how much nicer it would be to eat for a month instead of having one of those emerald crosses, -or an old emerald ring, of which we picked up several, through Arrufat. Now, emeralds are much more variable in quality than diamonds. I have learned a little about them because I got interested in them when I was in Colombia many years ago, and blew myself to a fancy one \$700, when I had just married Helen and was pretty enthusiastic. And incidentally, emeralds have gone up almost 50% since those days. And also incidentally, the jeweler I dealt with in Bogotá got caught a year or two later, trying to smuggle a batch of fine stones into Miami.

There are three points you have to take into account when you are picking out an emerald. First of course, color. Some of them are almost white. They must be apple green. Then freedom from flaws. Stones without flaws are mighty scarce. Then brilliancy or fire which means good crystallization. This seems to be about the rarest quality of all. Naturally, those little stones in the cross we sent Ethel are not high-class stones. If they were, that cross would be worth a stack of money. The stones have fair color; they have flaws (we call them jardines, gardens, in Spanish), and having flaws they can not have the fire of clean stones. I don't know why, but we love emeralds more than any other stones, and they tell me that the finest emeralds are worth more, per carat than good diamonds. We have never gone in for that kind of emeralds.

I guess we will fly up to California at the end of the month, to spend a few weeks with relatives; then come back here and settle down for a while. I've got to get busy on that book on tropical fruits I have promised to write for the publishing house in Barcelona. I am very glad they changed the name of the film depicting the activities of KAP. It doesn't pay to "hate" anything or anybody. It just burns
Ever yours.

JOHN N. KELLEY

6 HIGHLAND AVENUE
GREAT NECK
LONG ISLAND, N. Y.

August 14, 1962

Dear Wilson:

From a recent note from our mutual friend Martin Connelley I learned of your Florida address, hence a quick note.

Ethel and I are leaving on a rather round about way to go to Sapin where I am planning to attend the meetings of Commissions 7 and 5 of the International Institute of Refrigerations to be held in Santiago de Compostela, Sept. 25 to 29th. I am a member of Commission 7 which deals with the transportation of perishables by land and air. A good program with lots of Social Event seem to be in the offing so we should have a good time once we get there.

We are going down on one of our boats, pardon me steamers, "Cartago" out of New Orleans on the 20th. for Cortes, where we join up with the German Fruit steamer, "Bumental" (ex Jamaica) for Bremerhaven, I will spend some few days in Germany visiting some of the Branches of Union Handels, with Adolf Stadtlander before going on to Madrid by air from Frankfurt, and thence to Santiago. Martin has told me of your wonderful hotel in Madrid the Lope de Vega, Avenida Jose Antonio, 59 Madrid and I have written them telling of our knowing you and Martin, and asking if they can accommodate us for a night on the way up to Santiago, as there are no through planes of that place, and for perhaps a week or ten days after the meeting are over. We would live to see a little of Madrid while on this trip.

We think of you often and I had no knowledge that you were in Florida. Martin tells me that perhaps you may be back in Guatemala, but I did not want to go to your favorite Country without letting you know. If there is anything I can do there please let me know. I can be reached if addressed as follows.

John N. Kelley
care of Adolf Stadtlander
In de Vahr 27
Bremen 16, Germany

I hope everything is going well with you and that you are as active as always and enjoying good health. Ethel joins me in sending "fond regards"

With all good wishes,

ps Will be at the above address
about Sept. 11th. and will remain in
Germany for about two weeks JNK

