

Mr. BURRELL: What do you mean by calling them half ripe—just colored up a little?

Mr. FISHER: One half colored. We sent the tomatoes quarter colored, half colored, three-quarters colored and fully colored. Now in this second shipment we had some more Bartlett pears, which I got from a neighbor. They were entirely ripe, and those of you that have seen the letter that was published as coming from the Liverpool firm will know in what condition those pears arrived in Liverpool—in splendid condition, just as good as if they had been opened up in Montreal. Now during these shipments we had the advantage of cold storage at Montreal. It was during the season of small fruit shipment, and plums were going still, and we put our cases of fruit in the car with those other fruits to Montreal; but a little later in the season these cold storage cars stopped and we were without even that accommodation, and we had only the alternative of shipping by express at a high charge—about forty cents for one of those cases to Montreal—or shipping by boat at eight cents per case, which we preferred to pay, and we put up quite a large shipment of mostly pears; there were some grapes, I cannot tell just what was in those shipments, but in all there were 398 cases. We put them on the old propellor "Ocean" down at the Burlington Beach canal, and they were two or three days getting to Montreal, and after that they went into cold storage on the vessel. They went to Bristol, and that shipment of 398 cases sold at prices that netted us at home \$570—in the neighborhood of \$150 a case net. We afterwards sent another shipment of 169 cases by steamer "Ocean," and this shipment realized \$340 odd, or a little over \$2 a case clear.

Mr. BURRELL: How much would that case hold?

Mr. FISHER: Four of those cases will just a little more than fill a barrel. We got 10s. for Kieffer pears in Bristol. In Liverpool the Duchess pears sold for about 12s., against 7s. for Kieffer. Now, in our experience not only in these cold storage shipments but in all shipments, I take it as a very important consideration to have the fruit thoroughly cooled before it is put into the case. I put great value on that. It is difficult for us to do it at all times, because we sometimes have only a little time to do in. For instance, the Bristol ship leaves on Thursday. In order to reach Montreal by cold storage car we have to ship on Monday night. Monday night and Tuesday night are occupied in reaching Montreal. We leave one day for them to get the shipment on the vessel. The vessel is supposed to leave at daylight, and if the weather should be warm on Monday—if there should be a hot sun or a hot wind—it is almost impossible to get this fruit picked and cooled to go in the car. You can do it nicely for the Liverpool shipment when the vessel leaves on Saturday, for in that case we have a day or two to get ready. So you see that it is not always practicable to have the fruit cool when we have not the advantage of a cold storage building, and in every case where we shipped pears put into the packages hot we found that the prices realized were from one to two shillings below those realized for pears that we put up cold. In one shipment I put about eighty cases of my own, and about one-third of those had been put cooled and two-thirds put in warm. I think I received 9s. a case for those that were warm and 11s. for those that were picked cold. In shipping to Montreal I think that it is just as much of a consideration to have the fruit thoroughly cooled before it goes into the case for the Old Country. Now with regard to shipping into cold storage in Montreal and then from there at a later date, unless there is greater pains taken to keep the fruit right in the cold storage I have very little confidence in it. My instructions have been to keep my fruit at 35°, and I contend if they do not do that they are liable to damage. (Hear, hear). I have been very much inclined to enter an action against them for the way they have treated me in this regard. I shipped fifty cases of Bartlett pears out of cold storage in Montreal. These had been shipped to Montreal some time previous, and had been stored there. They were not wrapped, because we expected to send them on, and hadn't taken such pains in the selection of the fruit as we do in what we send direct from Burlington to the Old Country market. These pears arrived in Liverpool out of condition. They seemed to be all right when they left Montreal, but that shipment was a failure, and that is the only loss we have had in our shipments. In the first shipment we made by the steamer "Ocean" we had a few cases