

Mr. SMITH (Wentworth). Is this \$77,000 entirely for cold storage on ocean vessels?

The MINISTER OF AGRICULTURE. No, there is for cold storage on vessels, \$53,000.

Mr. SMITH (Wentworth). How much has been spent for cold storage on vessels altogether up to the present time?

The MINISTER OF AGRICULTURE. I think that is in a report of the department. Not long ago, I think in the early part of the session, that information was brought down to the House.

Mr. SMITH (Wentworth). In that return the amount was said to be \$134,000. How much has been spent since that time, up to the 1st of June last?

The MINISTER OF AGRICULTURE. Speaking from memory I think payments were made just before the beginning of this fiscal year, to the amount of \$26,000.

Mr. SMITH (Wentworth). What cold storage is it proposed to effect with this \$36,000.

The MINISTER OF AGRICULTURE. This is for refrigerator chambers. The contracts with these vessels are all expired and terminated, and this money is for the circulation of cooled air entirely.

Mr. SMITH (Wentworth). What were the agreements made with the different steamship companies when the cold storage plant was put in, with regard to temperature? Did the government arrange that they would have control of the temperature for the cold storage proper?

The MINISTER OF AGRICULTURE. I have not a copy of these agreements here, but speaking from memory, the temperature was to be about thirty-five, that is the temperature at which the ships were to hold the chambers, thirty-five to forty.

Mr. SMITH (Wentworth). In the annual report I see that the minister recommends that butter should be carried at about twenty.

The MINISTER OF AGRICULTURE. That is true, but the ships have of their own accord lowered the temperature for butter. Our original contract, when we gave assistance for these cold storage chambers, was made at a time when the butter shippers only required a temperature above freezing, and the contracts included not only butter but chilled meat and fruit; therefore we only required a temperature that was considered to be low enough to carry all the goods that were included. Since that time butter shippers have demanded a much lower temperature, and the shippers have voluntarily reduced the temperature. To-day our thermograph shows a temperature ranging much below

thirty in the butter compartment. Of course in the other compartments where cheese, meats and fruits are put, which are not allowed to freeze, the temperature must range higher.

Mr. SMITH (Wentworth). I would remind the minister that several of these steamers have carried butter at a much higher temperature. I notice in the minister's report that he specifies one steamer as having carried it at a temperature of something like fifty-six degrees. On the 'Pretorian,' the average temperature was forty-three to forty-seven for butter.

The MINISTER OF AGRICULTURE. That was on a steamer whose contract with us had expired, and we had no longer control over her temperature. But we still put thermographs in all the steamers to record the temperature, though we are not able, after the contract has expired, to control the temperature in the holds. I may say, however, that the ships which are furnished with our thermographs and not allowed to carry at low temperature, are getting very little butter, because shippers will not send their butter except in those ships which have shown a good record by our thermograph.

Mr. SMITH (Wentworth). Then I understand that the government have no control over those vessels which have had subsidies from the government, as to temperature, after the expiry of a certain term of years.

The MINISTER OF AGRICULTURE. Our control expires when the contract expires.

Mr. SMITH (Wentworth). How long does the contract last?

The MINISTER OF AGRICULTURE. Three years. We paid these ships in three annual instalments, and after that term has expired we have no control. The origin of this work was that at the time it was initiated by my department the ship owners said that the trade and the requirements of this cold storage were so uncertain that they were so little likely to be able to get goods to fill these compartments that they could not afford to put in the chambers. For the purpose of showing the advantages to the trade of these compartments the government assisted them to put in the compartments and the machinery necessary to maintain a cold temperature. That was done for three years. We believed at that time that after three years of test the advantages of this system would be so proven that the trade would require a continuance of it, and that the shipowners would find that the advantage of the continuance of it was so great that they would carry it on themselves. In many cases that has occurred; in fact, the shipowners themselves have put in a great many of these cold storage plants without any assistance and without entering into any contract with the government.