

House of Assembly of the province of Nova Scotia, which particularly took these matters into consideration, and what the hon. gentleman has said is in line with what that committee reported. I think they have spoken a little more strongly of the refrigerator cars which have been in use on the Intercolonial Railway than he does. They say that some of them were really very poorly adapted to the purpose, and the mention in their report, as the hon. gentleman has stated, that cars are now being built which it is said will suit the purpose very much better. They also seem to think that the bait refrigerators which the hon. gentleman has referred to will possibly be of no great use unless steamers are provided along the coast for the purpose of collecting the fish and taking them to these bait refrigerators. I have here a copy of the report in which the refrigerator cars are characterized in this way:

The character of the refrigerator cars used on the Intercolonial was severally criticized by certain shippers who appeared before your committee, but Mr. Tiffin, the traffic manager, assured us that this deficit would shortly be remedied, as the department have now under construction a large number of refrigerator cars, which are being built after the most approved pattern, and which will be ready for use on the road in a few weeks.

I sincerely trust the recommendations of this committee, in so far as they deal with matters that appertain to this government, will receive the attention of the government, and I am sure that a very profitable traffic in fresh fish could be done by the fishermen of Nova Scotia with the province of Quebec and the eastern part of Ontario.

Mr. KAULBACH. Mr. Chairman, the fishermen of the maritime provinces on the Atlantic coast would derive very great advantage were greater facilities afforded at the railway terminals by a system of cold storage cars. At present they find it a very great risk in consequence of the railway facilities not offering sufficient accommodation for the supply of fresh fish for shipment. The trade in fresh fish has dwindled down to a mere nothing now in consequence of this want. I feel satisfied that a profitable trade in the shipment of fresh fish could be done by our fishermen if regular cars, provided with cold storage, were available, particularly during the summer season. We have a very large catch of fish on the coast in the summer season, and if the fishermen had proper facilities for the shipment of fresh fish, they would find this trade far more profitable than the trade in cured fish. In curing fish there has to be taken into account the salt, the labour, the pressing, the drying, &c., whereas the fishermen would realize nearly as much from the sale of fresh fish, the work in which only entails the labour of catching, were the accommodation I speak of afforded. I would, therefore, ask the hon. minister to kindly see that arrangements are

made in the early future whereby encouragement can be given to the fishermen who desire to have that industry conducted in the best possible manner, and who can only feel they have that accommodation by having a sufficient number of cars provided when and where they want them for the shipment of fresh fish.

Mr. WADE. I think the hon. gentleman from Lunenburg (Mr. Kaulbach) did not go quite far enough in his remarks. I do not see how it is possible to take advantage of cold storage shipment by the people of his county and the counties of Shelburne and Queen's, unless we have a railway along the south shore. I hope, therefore, that hon. gentlemen opposite will be inclined to favour the granting of a subsidy although some of them have spoken against it.

Mr. KENDALL. I would like to point out to the hon. member for Lunenburg (Mr. Kaulbach) that he was slightly inaccurate when he said that the fresh fish trade was dwindling.

Mr. KAULBACH. I did not catch that.

Mr. KENDALL. Did I understand the hon. gentleman to say the fresh fish trade was dwindling to nothing?

Mr. KAULBACH. I said the shipments west were.

Mr. KENDALL. I must tell the hon. gentleman that his statement is inaccurate. At Mulgrave three years ago, the receipts from the transportation of fish were \$8,000, next year they were \$12,000, and last year they were \$17,000. With the establishment of a refrigerator there, or a storehouse where the fishermen could place their fish, that business would probably grow to such an extent that it would give the Intercolonial Railway from \$50,000 to \$75,000 a year from freights.

Mr. KAULBACH. I was referring more particularly to the port of Halifax, as it is a very doubtful port for the shipment of fresh fish for the want of this accommodation. In consequence our fishermen are disinclined to engage in that trade, and, therefore, they rely upon the trade in cured fish, whereas, if there were proper facilities they would be able to do a very profitable trade in fresh fish. Instead of sending our fresh fish westward, they are shipped to Boston and Portland, the duty is paid, and they are then transferred to the west across the international boundary to Canada, the duty being paid a second time.

Mr. WADE. I would like to ask the hon. member for Lunenburg if he thinks it would be possible to ship fresh fish from his own county and the counties of Queen's and Shelburne unless we had a railway along the shore?

Mr. MONK. I think it would be satisfactory to the committee to have one of those contracts at present in force with the