

MODERN COLD STORAGE AND FAST TRANSPORTATION.

The System Conservatives Will Inaugurate if Placed in Power.

Fruit, Poultry, Meat, Butter, Cheese, Eggs to Be Placed in England in Perfect Condition.

The Liberal System of Cold Storage a Complete Failure, Causing Great Loss to Farmers.

A NATIONAL POLICY OF COLD STORAGE AND TRANSPORTATION.

To the Farmers of Canada:

Gentlemen,—The policy of protection to native industries, which is an important part of the National Policy inaugurated by the conservative party in 1897, was intended to foster manufacturing industries and give aid to the agricultural interests by such a readjustment of the tariff as would protect them against injurious and unfair competition, by foreigners in the home market. Liberal-conservatives never believed or pretended that it was within the power of governments or parliaments to create wealth by legislation, but, rejecting the doctrine of laissez faire, they held that it is the duty of statesmanship to legislate that the people shall have the greatest possible opportunity for diversified occupation, and thus labor, the only creator of wealth, be given openings for profitable employment. This was the aim and intention of the protective tariff of 1897, and its efficacy has been abundantly demonstrated by the industrial history of Canada from then till now. So complete has been the vindication of the policy of protection that liberal politicians, who had so vehemently opposed and condemned it, have not ventured to put in force the alternative policy they had promised and threatened, but have attempted to appropriate as their own the one they had so loudly denounced. True it is that, because of their inability to grasp its full meaning or understand its spirit, the attempts of the liberal leaders to carry out the policy they tried to appropriate have been marked by blunders and failures, disastrous in some instances to Canadian industries, while they have been utterly unable to carry forward to anything resembling successful accomplishment those parts of the National Policy which had only been commenced by the conservative government. This does not, however, alter or in any degree diminish the importance of the fact that, in no far as they have been able to comprehend it, the National Policy has been endorsed by the men who, for nearly two decades, had denounced and opposed it.

But the liberal-conservative party never considered that the work was done when the home market had been secured for the Canadian manufacturer and agriculturist. This was a great work—a work of constructive statesmanship—but it was, after all, only the far-reaching industrial policy which it is the mission of the party to carry out. While it is true that to make the Dominion industrially independent and great it must become a manufacturing as well as an agricultural country, yet agriculture is and ever must continue to be our most important industry; the mainstay of the country, upon whose welfare and prosperity all are dependent. Realizing this, the conservative party has continually sought, by legislation and otherwise, to foster the interests of the agricultural classes.

MODEL FARMS AND DAIRY COMMISSIONERS.

It was the conservative party and a conservative minister of agriculture who commenced the first agricultural college and model farm; and it was the conservative government that first established experimental farms and conducted experiments in seed testing for the benefit of Canadian farmers. By the appointment of dairy commissioners and in other ways, they endeavored, with gratifying success, to promote the dairymen's interests of the Dominion, encouraging cheese factories and establishing and managing creameries, and marketing their products. No better evidence of the wisdom of this policy and of the splendid success which attended it, is needed than the following extract from a circular issued by the United States department of agriculture.

"The department believes the dairy industry of the United States should receive immediate attention, and efforts should be made to improve its condition by collecting and distributing information on this subject, and in that manner educating the dairymen. The results in Canada in this direction are very interesting and instructive. It is not many years ago that the dairy products of the United States were preferred to Canadian products abroad, and brought a higher price. The Canadian government, however, began a systematic effort to educate the dairymen of the country, printed information was distributed, practical men were sent to demonstrate improved methods, and the importance of making a higher grade of products was constantly taught. The result of these systematic and persistent efforts has wrought such an improvement that Canadians have much enlarged their foreign market and secured better prices for their products."

Knowing that the permanent advancement and continued prosperity of the agricultural interests required that not only must the home market be secured to our farmers, but that other markets must be found and cul-

tivated, the conservative party has exerted itself in this direction.

CANADIAN CATTLE.

In this way advantages were secured for Canadian cattle dealers in the British markets, which resulted in an enormous and most gratifying increase of our exports of cattle. Because of the practical prohibition of Canadian cattle to enter Great Britain, the loss sustained by Canadian shippers has been enormous and most discouraging. The failure of the liberal government to understand the importance to Canada of a proper system of cold storage and transportation, and the necessity which exists for the adoption of a complete and up-to-date plan, is the more inexcusable because practical farmers have not failed to offer them information. For example, E. D. Smith, a witness, has already been best informed and most extensive practical and progressive fruit growers, pointed out to the minister of agriculture that, under the apology for a system which will ensure a safe carriage and proper marketing prevent our farmers from taking advantage of it, and that they are in consequence losing millions of dollars annually.

PORK INDUSTRY.

An example of how our farmers may be benefited by wise legislation and by judicious governmental assistance is afforded by the history of the Canadian pork industry. By applying the protective tariff the home market was secured to our farmers to such an extent that, whereas in 1890 thirty-three million pounds of bacon were imported, in 1896 only five million pounds were brought in, thus preserving the farmers a home market of twenty-five million pounds. At the same time, our exports of these meats had risen from eight million to thirty-five million pounds. That is, by the effect of the policy of the conservative party, which was vehemently opposed by the liberal politicians, the Canadian farmers had been given an additional yearly market for their hog products of seventy-two million pounds. Encouraged by the success which had attended their efforts in this direction the conservative government proposed in 1897 to open to the Canadian farmers that market which had been given an additional yearly market for their hog products of seventy-two million pounds. Encouraged by the success which had attended their efforts in this direction the conservative government proposed in 1897 to open to the Canadian farmers that market which had been given an additional yearly market for their hog products of seventy-two million pounds.

COLD STORAGE AND TRANSPORTATION.

Realizing that in order to secure to our farmers the advantage of the almost limitless markets of the mother country for their fresh meats, poultry, eggs, dairy products, fruit and other perishable articles, a well organized and efficient cold storage and transportation system would have to be provided, the conservative government grappled with the subject and commenced the establishment of such a system. Although the Australian colonies had already achieved considerable success in this direction, the matter at the time referred to, was still in a great measure in an experimental stage. Yet it was believed that, with, perhaps, some necessary changes in the methods, the system which had done so much for the producers of Australasia, could be made to accomplish like results for Canadian farmers and fruit growers. The plan proposed by the liberal-conservative government contemplated a complete system of mechanical refrigeration, beginning at the Canadian railway stations and extending to the markets of Great Britain and other foreign countries. The conservative government went out of office a fair start had been made, and there appeared to be some reason to hope that their successors in office would carry out the policy thus begun. Unfortunately, one of their first acts, one of their first blunders, was to destroy our chance of obtaining a fast Atlantic service, an essential part of the policy. Had the liberal leaders possessed merely the statesmanlike ability which would have enabled them to have carried out what their predecessors had all but completed, we would now have a fast Atlantic line of steamers fitted with the most improved refrigeration chambers, equal to those trading between Australia and Great Britain and superior to those engaged in the New York trade, enabling us to place our tender fruits and more perishable products on the British markets in from six to seven days. The published reports of the department of agriculture show that it now requires on an average twenty days to accomplish this. In other words, our farmers are condemned to stand the risk of loss involved in an extra two weeks' ocean voyage because of the bungling of an impractical government, a risk which has often meant to them the difference between a handsome profit and a total loss. Instead of carrying forward the conservative policy in other directions with heartiness and vigor, the present minister of agriculture in 1899 reduced the appropriation for this service by fifteen thousand dollars, notwithstanding the remonstrances of the conservative opposition; being under the belief, as evidenced by his remarks on the occasion, that the work had been finished, and that he had already established a complete and efficient cold storage system. The minister's self-complacency is all the more astounding because his own officials had repeatedly shown in their reports that

the system which he had imagined to be complete, efficient and satisfactory was the very reverse. The minister had apparently succeeded in persuading himself that his system was identical with the one by which Australian and Californian produce is carried to the European markets; and yet the information given to him by his own officials and the facts in connection with the trade, which are open to every one, ought to have informed him that whereas Australian and Californian produce is placed on the European markets in prime condition and with hardly a fraction of loss, the loss sustained by Canadian shippers has been enormous and most discouraging. The failure of the liberal government to understand the importance to Canada of a proper system of cold storage and transportation, and the necessity which exists for the adoption of a complete and up-to-date plan, is the more inexcusable because practical farmers have not failed to offer them information. For example, E. D. Smith, a witness, has already been best informed and most extensive practical and progressive fruit growers, pointed out to the minister of agriculture that, under the apology for a system which will ensure a safe carriage and proper marketing prevent our farmers from taking advantage of it, and that they are in consequence losing millions of dollars annually.

Excuse me, but I have not time to go into details, but I will state that the loss of the 1899-1900 season was estimated at \$1,000,000. The loss on the slightly wet averaged three shillings and eight pence. The loss on wetts averaged seven shillings and three pence. The loss on the wetts and slacks averaged nine shillings and seven pence. The wetts and slacks did not even pay the cost of freight.

The actual loss to the Canadian shippers was:

On slacks\$1,652 56
On slightly wetts2,152 48
On wetts3,474 78
On wetts and slacks2,470 76
Total\$10,059 58

Thus, out of 14,416 barrels shipped, not less than 8,488, or fully 58 per cent., were more or less destroyed by the winter frost. The total loss, therefore, is a total loss of \$10,059.58. Compare the results of this shipment by the system, "as good as any cold storage equipment in the world," with the following report by the same officer upon a shipment made under the liberal-conservative ventilated chambers (not cold storage). Out of 964 barrels sent forward, 950 barrels sold as tight (that is in perfect condition), 5 barrels as slacks and 9 barrels as wetts, while not a barrel was lost. That is, while the percentage of apples damaged, shipped from Ontario and Quebec under the "perfect system" was fully 58 per cent., in the Nova Scotia shipment it was not quite one and a half per cent.

A. V. Grindley, special agent of the department of agriculture in Great Britain, on the same day upon which Prof. Robertson made the foregoing statement, told the committee that "the quality of the fruit was not so much as that of the fruit which is still in the market at one dollar per dozen." This was for the Christmas fruit trade. In answer to a question, Mr. Grindley stated that, "Lois of apples came from Tasmania." "The Canadian apple trade is not in a good way in Great Britain. The unfortunate position over there is due to one of two causes, and in some cases to both. First, it is the lack of honesty in packing the fruit—and the other is the damage sustained by the fruit in its carriage from the place where it is packed to the place where it is sold." In the course of his statement to the committee, Mr. Grindley told of having seen apples which had been brought to England by the "perfect system," which within twenty-four hours had settled down six inches in the barrel and in a week it would "find a single sound apple." At a meeting of a dairy convention held at Cowansville, Quebec, in the early part of 1900, in the presence of the minister of agriculture, Mr. Grindley made statements of a sweeping nature in condemnation of the government's cold storage system; these statements being made as the result of the experience he had had, as a special agent of the government, in the working of the "perfect system." Here are the government's own officers stating officially, in effect, that the system which the government had established Canadian fruit cannot be landed on the British market without a percentage of loss; while Californian and Tasmanian fruit is forwarded in such a condition that one variety of Californian apples at any rate—and that one far inferior to many varieties grown in Canada—is sold at fancy prices. Let it be remembered that the fruits of California and Tasmania are forwarded under far more disadvantageous conditions as to distance and climate than the Canadian fruits have to contend with. The great bulk of the Tasmanian fruit is shipped by coasting steamers first to Melbourne and then transferred to ships sailing for London. The Victorian fruit has to make a rail journey of hundreds of miles, in particularly trying climate, from Castlemaine and Echuca. Then these fruits have to face an ocean voyage of seventeen thousand miles, crossing the equator and passing through the Red Sea, the hottest sea in the world. Under the liberal-conservative system of cold storage in use on the Australian steamers this fruit is landed on the British markets in prime condition, with scarcely a percentage of loss, despite these peculiarly trying conditions; while Canadian fruit, grown within three thousand miles of the market and transported entirely within the north temperate zone, rots on the way. Yet with these facts before them or readily within their reach, the government, through their minister of agriculture, through their representatives in parliament and the country that, "The system established in the steamships which have been sailing between Canada and Great

Britain, for the last three years or more, is as good as any cold storage equipment in the world." Although the conservative opposition protested against reducing the appropriation for cold storage in 1899, and urged that even a larger sum should be spent in developing an industry of such vast importance to our agriculturists and the country, the government refused to listen to either protest or remonstrance. Worse than that, they allowed the contracts with the steamship companies, which were then about to expire, to lapse, with the result that the owners, being freed from contract conditions, were at liberty to enter into arrangements with United States shippers. According to the humiliating confession which the minister of agriculture was obliged to make in the house of commons on May 8th, 1900, so great was the advantage given to the steamship owners by this neglect of the government, that it was compelled to submit, when making new contracts, to an increased charge of fifty per cent. for cold storage accommodations in addition to the greatly increased freight charges. Besides these enormously increased charges, which the blundering incapacity of the government has directly entailed upon Canadian shippers of butter, cheese, fruit and other perishable products, the minister had to confess that the government will now have to pay as much by the way of bonus for a two years' service as but for their neglect, they would have been able to secure a three years' service for. Even before this confession was wrung from him in parliament the minister's neglect had begun to have disastrous effects on Canadian dairy interests, for, as stated by the "Canadian Grocer," at the time, the business of the butter exporters had been greatly injured because of the government's want of common business foresight.

The government appear to be incapable of learning from the experience of others and hence, as a consequence, fall into a series of disastrous blunders—especially costly to the agricultural community. Shippers of winter apples have been ruined because the government and their minister of agriculture could not be got to understand that winter fruit required properly ventilated (not cold storage) chambers, and not until recently has any effort been made to get the steamship companies to provide suitable appliances of that kind, and this only with partial success. While the transport of winter varieties of apples, our full apples, which have to be shipped under conditions in some degree analogous to those under which Tasmania and Californian fruit is transported, require different treatment. The fruit must be carried in cold storage compartments, which are ventilated. The kind of cold storage which the government has provided, at large expense to the Canadian people, is utterly unsuited and not fit for the serious losses sustained; losses, therefore, properly charged to the incapacity of the minister of agriculture and the government.

The results achieved by the Australian colonies and by the United States shippers, and even by the liberal-conservative party, have demonstrated that, not only Canadian apples, but our tender fruits as well, can be placed on British and European markets in prime condition, both as to soundness, appearance and quality, if properly cared for from the time they are picked until they finally reach the consumer. Unfortunately our government has failed to provide the requisite conditions, either because they are unable to realize that this is one of the most important duties of the government of a country, largely agricultural, situated as ours; or because they think that the miserable little they have done is packed to the place where it is sold. In the course of his statement to the committee, Mr. Grindley told of having seen apples which had been brought to England by the "perfect system," which within twenty-four hours had settled down six inches in the barrel and in a week it would "find a single sound apple."

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from cold storage and preparing them for and placing them on the markets. It does not appear to have even occurred to the government to carry forward the plan set on foot by the late government of establishing depots in Great Britain for the profitable handling of Canadian produce. Possibly this is because, though they have lately found it convenient and prudent not to obtrude or very loudly insist upon their economic creeds of a few years ago, they still hold to their somewhat timorous belief in the doctrine of laissez faire, and think it economically right that the governments shall do as little as may be to aid the efforts of the people, commercially and industrially. However this may be, the liberal-conservative party holds no such doctrine, but believing that it is at once the province and duty of government to give all possible assistance to promote the industrial growth and commercial prosperity of a nation, is pledged to do everything in its power to assist the agriculturists of the Dominion in winning permanently profitable access to the markets of Great Britain, and, eventually, of all Europe. To this end it will endeavor to establish such a system of cold storage and transportation as will ensure the placing of the surplus of all the more perishable products of our farms, orchards and dairies upon the British markets, speedily and in prime condition; thus securing for Canada all the advantages in price and prestige which the superiority of her fruits and other produce ought to ensure. The liberal conservative party can point with pride, which is justified by its past history, to the fact that it is a party of pledge-keepers. What it has promised in opposition it has ever fulfilled when in power. It can justly claim, too, that it has never sought to hide or disguise its policy, but has ever taken the country unreservedly into its confidence as to its purpose. It does not hesitate now to announce its policy for the building up of Canada's agricultural export trade, fully and in such detail that none shall be able to misinterpret or misconstrue it. In the face of the keen competition of Australia, New Zealand and Tasmania, of South America and the United States, it is self-evident that Canadian farmers can only hope to win and keep the British and European markets for their produce by placing the produce before the consumers in prime condition and at the least possible expense. It is not possible that this can be achieved by unaided private enterprise, and the Canadian government must therefore take the initiative and establish a complete system under government control and supervision.

SAFE AND SPEEDY TRANSHIPMENT.

No system of national cold storage and transportation can be commercially successful which does not provide for the establishing of suitable and convenient places of depots properly equipped with modern refrigeration appliances, and larger depots or warehouses, similarly equipped, at centres of population and at seaports, where perishable produce can be stored until sold in the home market or shipped abroad. It must also provide for the positively safe transshipment of produce from the small depots, where it is first collected, to the larger depots and warehouses; for safe loading upon perfectly equipped vessels; for speedy carriage to the markets to which it is destined; for the maintenance of proper conditions as to temperature and ventilation upon the vessels; for handling of the produce when received abroad; and for marketing it in such ways and at such times as will ensure the greatest returns to the owners. To be truly national the system must embrace encouragement of the export of perishable products from our Pacific coast to Asiatic countries and Australasia and from the maritime provinces to the West Indies and to Central and South America. It should also assist our fishermen by enabling them to reach more distant markets and by facilitating the preservation of fish and bait.

As has been already said, the experiments made by other countries, and the splendid success which has attended the efforts of our fellow-colonists in Australia and elsewhere to ship their fruits and other perishable products to the British markets has demonstrated absolutely that there can and can be no valid excuse for the shameful failure which has occurred upon the helplessness of the present government of Canada. It has been demonstrated also that there is in a well devised and properly managed national cold storage system great prosperity for Canadian agriculturists. The positively successful preservation of even the tenderest fruits

and the most properly constituted chambers is no doubt. Instances of direction and consequent profits multiplied indefinitely.

There is an apple of New Jersey Cider. Under will not keep best in October, and is at the best, both in appearance. In the apples were worth cents per barrel. One farmer parcel of apples, not in a barrel, the apples in cold a net increase of barrel, or a total barrel of industry the number of orchards, fifteen wards, in the year there were at three and a half ed as under three safe to estimate quite as many as in 1896. estimate the enormous which our ra were they enable it sell it as the it is not, there Prof. Robertson fore the Fruit (report of 1898): fruit locally to storage building look after the tr With this view five party agree provide just such ficiency and prop ings, not in the the present govern Grimsby, Onta In 1899 experie the preservation fruits by refrige storage (a V. land, with the Strawberries kept currants, six weeks; pears, six nine to ten weeks and early fall in the best cond point to be noted perature of the varied to suit the respective kinds flow, which has been the best cond when shipping our Britain.

The Agricultural nia conducted ex pns fuls in meel which demonst The published rep show that a car sent from Calif and back. During temperature stood an average of 6. Yet, when the car land on its return to be in first cla REFRIGER

On 1897 a system the invention of F. rey, N. S. W., w South African rail and Cape Town, miles. Perishable kinds were success this line in the climate. Some idea of the market which our farmers in the properly equipped storage and tra these markets within his reach by a perma related to the country imported bushels; apples 2,492,248 bushels; fruits, 2,177,131 bus growers could be shut out of such a market? O haps not suited to of the British coun the bounds countr for the farmers of once it is made pos tem as the liberal advocates to mark Agassiz. The fol er from the volum the leading author in the United Sta upon this part of grape districts of the grape growers storage, and their ed in the middle o out much loss or v An illustration of farmers of the Bry proper system al is furnished by the of the New Zeala that colony began ately that the possi cold storage in sea voyages was de dual export began and in twelve year thirteen times, rea During this period to take foreign p of dairy product At present there Australasian trade steamships fitted w trying capacity of 7,7 mutton. Some of the "Ormonston" or "Grange" have a cu cubic feet. Canada upon the helples Canadian fleet has capacity than the vessels above name ural advantages wa employ even a la Australian fellow c ing to the increa ment, our trade slo ing off. For exam