

arrangements, have proved a great success, and they say that it would serve the best interests of Canadian shippers if all steamers were so fitted up. That experiment was made the year before last, and it was continued last year, because we found it so successful. The success of the cold storage arrangements cannot be contradicted, even though here and there an apparent failure may occur in the great number of vessels going out every year from our ports fitted up in this way. But I have the constant support of the people who send their produce in these vessels, especially the shippers of butter and cheese. The cases of failure instanced by the hon. member for Wentworth are cases in which the fruit perhaps did not go forward in as perfect a condition as it should. There may have been some slackness on the ships, but I do not think the fact that these shipments arrived in poor condition proves any defect in the system. I acknowledge that there may be an occasional shipment going forward in cold storage which would not be perfectly successful—possibly including cheese, though no case has been called to my attention where difficulty has occurred with cheese. Occasionally products are put into refrigerator cars in such a condition that it is impossible for the ice to overcome the heat in these packages when they are put in. We are trying to induce the people who ship butter and other things to see that when the stuff is put into the car it is in proper condition. Our refrigerator cars are not for the purpose of cooling things, our refrigerators on ships are not for the purpose of cooling things, they are for the purpose of preserving things which are already cool. We do not profess to supply ice to cool butter and fruit, but we do profess to see that cars are so iced that things which are put into them in a reasonable cool condition will be maintained in that condition. The same on the ships. But if heated stuff is put into the chambers it will require some time before any cooling apparatus that we can provide can bring them down to the right temperature. The men who do business with these refrigerators would be the last men to allow that they should go back to the condition of things when this work was commenced by the department.

Mr. CLANCY. The hon. gentleman has been told that shippers of fruit are not novices at that sort of thing. He assumes that in every case where the shipment has gone forward in bad condition, it has been received in bad condition. The hon. gentleman has no evidence in support of that assumption. His assumption that the shipments were sent aboard the refrigerator cars in bad condition is not fair to the shippers.

The MINISTER OF AGRICULTURE. Speaking of proof, I have had an inspector out during last fall, last summer, and this

summer, who is testing the temperature of the butter that is put into the car, and watching these shipments, and he has found dozens of cases where it has had a temperature as high as sixty when put into the refrigerator car. So that my evidence is quite complete upon that point and my hon. friend is mistaken in believing that I am assuming.

Mr. CLANCY. The hon. gentleman says that the butter has all been landed in good condition. The hon. gentleman is not making out his case because he declares that if there has been any butter not arriving in good condition he is not aware of it. Now, the hon. gentleman wishes to shift his position and to say that even butter received in bad condition has been landed in good condition in the old country, so that the hon. gentleman is in rather an unfortunate position. Is it possible that it may have gone in fairly good condition if it had not gone in cold storage? I am going to assume that it would not have gone in good condition under those circumstances. I think it is fair to say that the cold storage system properly carried out is a good thing. The only regret I have is that so far it has not been a success. It was believed at one time that our perishable fruits could go forward in good condition, but, the hon. minister must admit that up to this time that part of it has been a decided failure. Whether the hon. gentleman will be able to overcome that or not seems doubtful at this moment, but I again ask the hon. gentleman if he has had any evidence of fruit going aboard the cars in bad condition, because it is no doubt a fact, that fruit has arrived on the other side of the Atlantic in a decidedly bad condition.

The MINISTER OF AGRICULTURE. We have not been taking the temperatures in regard to fruit in the same way as we have in regard to butter. We have found that fruit arriving in Montreal to go on board the ships was so ripe that it was in a heated condition, not from the cars in any way, but from the overripeness, and I think there is no doubt that that fruit must have gone into the cars in a condition unfit for transhipment.

Mr. BLAIN. Is all of the fruit that is put into these cars inspected by a government inspector?

The MINISTER OF AGRICULTURE. No.

Mr. BLAIN. Would that not be worthy of the attention of the hon. minister? It seems to me that if fruit arrives in bad condition in the old country there should be an explanation given to the public why it has arrived in that condition, and if the responsibility does not rest upon the government it should rest upon the proper party who would be the shipper.

The MINISTER OF AGRICULTURE. We have inspected as much as we can at