

The MINISTER OF AGRICULTURE. I think 20 is about the lowest we can force them.

Mr. MONK. Would that not explain to a certain extent this small increase in our trade in dead meat? Because if the department cannot exact a lower temperature than 20 degrees, it is evident that cold storage cannot be of any use in forwarding dead meat.

The MINISTER OF AGRICULTURE. My hon. friend, I am afraid, is entering on a question that he does not know much about. Dead meat is carried in a temperature of 29 to 30 degrees, it is never brought down as low as 20.

Mr. CLANCY. I want to ask the minister what success he has with cold storage in cars. I judge from the results of 1899 and 1900, that it has not been a great success. For instance, in 1899 some contracts were made by the government by which the government had to guarantee two-thirds of the value of the freight. By reason of that there was a loss of some \$2,000 in 1899, and in 1900 the loss was over \$6,000. Perhaps the hon. gentleman can give the relative quantities of goods carried in both years. He must know that, in order to know how much was paid to the railway companies by way of bonuses. Would he also state whether the Intercolonial Railway has been paid by reason of sustaining loss the same as other railways? The other railways, I think, are the Grand Trunk Railway, the Canadian Pacific Railway, and the Quebec Central.

The MINISTER OF AGRICULTURE. There are seven railways. We give a guarantee of two-thirds of the earnings of the car. We increase the number of routes every year as the demand for them increases. We probably increase the number of routes seven or eight every year. The old routes, the well-established routes, where there is a large trade and a large production, gradually reach the point where we do not have to pay anything. The new routes commence at considerable loss, and as time goes on the loss diminishes. By the extension of cold storage transportation facilities the demand for such increases, and more products are shipped according as the facilities are provided. During the last season, as some hon. members no doubt know, the butter production of Canada fell off, while cheese paid remarkably well, and the result was a smaller export of butter this last year than the year before. Now, butter is not a thing which fills cars to the greatest extent, and when the butter export fell off the cars were not so full, and there was a greater demand for the guarantee. That is the reason why this last year we have had to pay a little more for the guarantee than the year before. But, whereas the previous year we had seven or eight new routes, this last year there were twenty, I think, running refrigerator cars over the different parts of

Mr. MONK.

the country. Every year we find people who want to ship poultry or fruit and make demands on these routes, and so far as we can do so with the means at our disposal, we meet these demands and agree to put on cars.

Mr. KENDALL. The leader of the opposition has asked what provision has been made in connection with cold storage for the transportation of fish. As I happened to be engaged in this work for some little time, I may point out to him in the first place that on the shores of the maritime provinces it is necessary to have refrigerators for bait; secondly, these bait refrigerators may be used as temporary storehouses for fish. In the next place it is necessary to have cold storage in our steamboats and at the Atlantic terminals of the Intercolonial Railway, and, moreover, suitable refrigerator cars have to be provided. I may say that I examined a number of Canadian Pacific Railway cars, Grand Trunk Railway cars, and Intercolonial Railway cars, which provided that cold storage. I also examined some of those used by Armour and Swift, and I came to the conclusion two years ago, although I did not profess to be an expert in the matter, that most of the cars in Canada were scarcely suitable for the business required of them. The hon. leader of the opposition will be interested to know that trial cars are now being constructed at Moncton, and I think at one or two other points where cars are made for the Intercolonial Railway, with the idea of experimenting in the transportation of fish from the Atlantic to the west. A gentleman who is quite competent to deal with this matter is now engaged in superintending the construction of these cars. I would also point out that a new class of freight service has been put on between the maritime provinces and Montreal, which is giving the fishermen of the maritime provinces considerable advantages that they have not enjoyed hitherto. I would also like to point out to hon. gentlemen from the west who are interested in this matter, that we require capital down on the seaboard which is not available at present. Our fishermen are very slow to change their methods of handling their fish, and it is with difficulty that men have been induced to make the changes that have already been arrived at. I may say also that I think representations have been made to the Railway Department urging that cold storage facilities be provided at the Atlantic terminals of the Intercolonial Railway to meet the requirements of this district, and that we have good reason to expect a favourable answer.

Mr. BORDEN (Halifax). I made some remarks on this subject before six o'clock, when the hon. gentleman (Mr. Kendall) was not present. I brought to the attention of the hon. minister some portions of a report which has been made by a committee of the