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analysis that was made in 1911, in July and August of that year, it was found that in Nova Scotia we were cutting timber about a million feet faster each year than it was growing; and it was pointed out that urgent steps should be taken in order to prevent the supply from becoming exhausted. I thought it might be well to mention this to the Committee as similar conditions may prevail in other parts of the country.

Mr. CHUTE.—The Government is taking special care in regard to forest fires.

By Mr. Bowman:

Q. What percentage of your output is put in boxes?

A. Practically nothing at all. Our society has shipped this year 16,000 boxes and 300,000 barrels.

By Mr. Foster (Kings, N.S.):

Q. How does the price for boxes compare with the price for barrels?

A. It pays us to pack in boxes, but the average farmer is too careless to grow, spray and handle fruit fit for boxes.

By the Chairman:

Q. Is ten cents a barrel the average price for picking?

A. Yes.

Q. Then your wage conditions must be very different from here.

A. Well, \$1.50 a day is the average wage down there.

By Mr. Foster (Kings, N.S.):

Q. Is that with board?

A. No, the man boards himself.

By Mr. Bowman:

Q. How many co-operative associations have you down there?

A. Twenty-six this year, united with United Fruit Company.

Q. What percentage of the farmers are members of the associations?

A. We consider that nearly half the farmers belong to them.

Mr. SCHAFFNER.—I think it would be well if Mr. Chute explained the system adopted in Nova Scotia. Most of these men are from Ontario, where, I think, our system is quite different.

Mr. CHUTE.—I am very much interested in the transportation question.

While two years ago our apples were carried to Winnipeg in five to seven days on an average, this year the quickest dispatch we have received has been ten days.

I therefore claim that the railway companies are charging us for a service that they are not giving, and under existing conditions we have no remedy.

Carloads of feed and flour are carried from Montreal to the Annapolis Valley at a rate of twenty-five cents per 100 pounds, and receive the same despatch and attention as carloads of apples for which we have to pay 32 cents per 100 pounds.

Fertilizer from Halifax to Annapolis Valley is rated at six cents per 100 pounds, while apples receiving only just the same amount of attention, and for which the railway company assumes no further responsibility are rated under section five at eleven cents per 100 pounds.

You will see by these figures that the railway companies are levying on the apple industry a toll out of all proportion to the services rendered.

In addition to this they flatly refuse to grant us clean bills of lading; endorsing all bills of lading submitted, "Shippers Load and Count." A bill of lading so endorsed is perfectly worthless. They claim that cars being loaded at our warehouses are loaded on private sidings, and for that reason we cannot obtain a clean bill of lading. While the apples are certainly loaded at our warehouses, all of these warehouses with but one exception are at railway stations so that the officials have not to be away from their stations for the purpose of checking cars.