

they ever made was $3\frac{1}{2}$ cents and they collected the cream. I know that for a fact, for I have been sending to two of these factories for some time.

Mr. GILMOUR. As I understand it, if there is a profit the government pays it back to the patrons.

The MINISTER OF AGRICULTURE. Yes.

Mr. SPROULE. But if the charge of 4 cents per pound is made, there is less to be divided among the patrons than if they were charging $3\frac{1}{2}$ cents, which ought to be sufficient, considering that the government does not collect the cream.

Mr. GILMOUR. If the government takes it, it gives it back to the patrons in some way, for the government does not take any profit. These factories were indebted to the government, as I understand it.

Mr. SPROULE. But my complaint is that the charge for making butter is too high. I assume that it would cost a little more in the North-west than in Ontario, but the government must be relieved of a good deal of expense in not collecting the cream. I take it that if they did collect the cream they would charge $4\frac{1}{2}$ per cent.

The MINISTER OF AGRICULTURE. In my part of the country the average charge is three cents a pound. In the North-west it costs about \$180 a car to ship boxes to these factories. Fuel, labour and everything of that kind is very much higher there than it is in the east.

Mr. SPROULE. Was I correct in understanding that the shipment of fruit in cold storage was a success?

The MINISTER OF AGRICULTURE. It has been a great success.

Mr. SPROULE. What kind of fruit are you shipping?

The MINISTER OF AGRICULTURE. The government has not shipped anything themselves. But private shippers, I believe, have shipped several varieties of apples, pears, and a few peaches.

Mr. SPROULE. I understood that the government did carry on an experiment for some years in shipping fruit in cold storage.

The MINISTER OF AGRICULTURE. We stopped that two years ago.

Mr. SPROULE. Then I presume it was a failure?

The MINISTER OF AGRICULTURE. I do not think it was a failure. Those shipments were entirely experimental. We shipped peaches and pears chiefly, and some grapes. The pears went forward as a rule successfully, and so did the grapes, as far as the carriage was concerned. Apples went forward successfully.

Mr. SPROULE. What is supposed to be the proper temperature for sending apples forward?

The MINISTER OF AGRICULTURE. The best temperature for sending fruit would be 35 to 40 degrees Fahrenheit, for the tender varieties.

Mr. SPROULE. I have seen an account from Washington of shipments of the harder variety of apples, which sold in London for \$5 a barrel. These were shipped from Illinois. They shipped in carload lots, and realized \$5 a barrel. They were sent forward at a temperature of 31. These shipments included pears, lemons and other fruit, and they went forward successfully. They think there is no difficulty at all, provided the cold storage is right. I remember looking up the experiments made by the experimental farm here, and I do not think they were very successful. When the shipments reached London they were sold at a less price than they cost here. Could the minister tell us what is the additional cost of sending butter and fruit in cold storage over the cost of sending it in the ordinary way?

The MINISTER OF AGRICULTURE. The difference is ten shillings a ton, that applies to all lines of goods. In regard to apples, the harder varieties that are intended to be kept after arrival in the old country, should be shipped at a temperature of 31; but the tender varieties which are to be put on the market immediately after coming out of cold storage, need to be shipped in a higher temperature, as otherwise they would spoil in getting into warmer air. The shipments that were made last year by the horticulturist of the experimental farm, realized more than \$5 a barrel on the London market, in competition with apples from Illinois.

Mr. SPROULE. What percentage of all the shipments of butter and cheese is made in cold storage or cold chambers?

The MINISTER OF AGRICULTURE. I stated earlier in the evening that practically all the butter goes forward in cold storage, in the lowest temperature that the chambers will give. Of cheese, hardly any goes in these cold chambers, but a considerable quantity is carried in the cooled or ventilated chambers.

Mr. SPROULE. Have you some arrangement made this year for cold storage cars on the different railways for shipping butter and cheese?

The MINISTER OF AGRICULTURE. We have cold storage cars for shipping butter and in addition to that we have a very large number of iced cars for cheese, for the first time this season. There were a few last year as an experiment, and we found it so satisfactory that we induced the railway companies to put on about one hundred im-