

3-4 GEORGE V., A. 1913

51 cents a hundred. The question was raised as to why there should be so much American fruit in the Northwest, as to why perhaps 60 per cent of the fruit used in the three Western Provinces should be from the United States. That is the reason we came to figure out the rates.

Q. These rates are granted not because the fruit is American but because it is being shipped Eastward.

A. Yes, it is being shipped Eastward. I think also it is because it is being hauled on the lines of the Great Northern through the American states.

*By Mr. Wright:*

Q. You would naturally think that if there were any discrepancy it ought to be in the other direction. Your apple shipments are generally made in the Fall just as the shipments of wheat are coming East?

A. Yes, you would naturally think that the cars would be going back to the West empty.

Mr. DOUGLAS.—Yes, but it is refrigerator cars that are used for the apple trade.

The CHAIRMAN.—Now, gentlemen, time is slipping by and if you have no other questions to put to Mr. Johnson the Minister of Agriculture has a few words to say.

Hon. Mr. BURRELL.—It has been a great help to have Mr. Johnson here, and the information he has given will, I am sure, be very helpful. If Mr. Johnson has finished his subject I would remind the Committee that Mr. Ruddick, Cold Storage and Dairy Commissioner, and Mr. Macoun, Horticulturist of the Experimental Farm, are here. Possibly they may have some questions to put to Mr. Johnson, questions that he may be very glad to answer, and the information elicited may help to cover the ground more effectually.

We have been told by Mr. Johnson that the greatest drawback to the fruit industry relates to the railway and express questions, and that the Railway and express Companies are practically killing the industry. I am not as closely in touch with the fruit industry of British Columbia as I was some years ago. When I was more closely connected with it we got some of our grievances remedied, and I had an idea that the conditions of the industry were getting better all the time, but perhaps it is a slow process. As far as British Columbia is concerned we have our grievances in the fruit industry like everybody else, but we have not, I think, any very serious grounds of complaint so far as freight and express questions are concerned. These have been remedied to some extent.

In regard to what Mr. Johnson says about the Railway Commission, it is most desirable that the Commission should give a fair hearing and a fair response to any legitimate complaint put before it in less time than Mr. Johnson has indicated. I know that in regard to matters connected with the Express Companies the new Chairman has the whole question of Express rates under consideration at the present time and probably will have something to say on it before very long. If Mr. Johnson will remember, in 1905, at the Fruit Growers' Conference, a Committee of six or seven of us representing all the Provinces waited on Sir Wilfrid Laurier, and persuaded the Government of that day to put the Express Companies under the control of the Railway Commission. It certainly would not be any good to put these Companies under the control of the Commission if the Commission does not control them in the interests of the public.

Mr. Johnson also touched on the educational question in connection with our inspection system. I would not like anybody to think that we do not, in connection with that system, carry on some instructional work, and I do not suppose Mr. Johnson meant to convey that idea. The fact of the matter is that one of our most efficient inspectors in Ontario, Mr. Carey, is doing as much work of that kind as he possibly can, especially in regard to the packing of boxes, of which I am glad to hear