

feel perfectly free to do it. It is just what we want to approach the Government with.

Mr. CASTON: There is one thing I can hardly understand—the idea of packing those apples for export in that way, because in the Old Country the fruit is sold by brokers at auction, and they have a large basket; they take two barrels at haphazard and empty them out into that basket, and the lot is sold on sample. Now, if they happen to get hold of a couple of barrels like the sample before us, it will affect the whole shipment.

Mr. A. H. PETTIT: I quite agree with Mr. Farewell's idea in this matter; but how to reach them is the point at issue. I cannot agree that the shippers do this on purpose. It is because they can't control their packers. But the question I want to ask is this: A packer puts up his apples and he ships them with a through bill of lading to the British market; how are you going to interfere with his goods in this country? Can you step in and inspect his goods without his permission? He has a right to put those goods in the British market, and no person has a right to prevent him from doing it. How are you going to attack him? If you show me that you have a right to get at him, then I can see that legislation might be passed to check it.

Mr. FARWELL: I think we can get at him all right enough. Every shipment of apples is billed on a through bill of lading. There are three of those bills of lading attested to by the agent of the railways. He gives the shipper two. He retains one to be sent to the head office of the railway. Now, the Government can see that they make out four and send one bill of lading to the Department. Suppose the Government compels him to put his own name on every package of fruit he ships; they go through to Liverpool, and Shuttleworth & Co., or Woodall & Co., sell those apples to the retailer; they are opened up and they are found like this barrel. There is the man's name on the barrel. Word is sent back to Ottawa that such apples are a fraud. The Department has the bill of lading there to find the very town the apples were shipped from. There is where you want your inspector. I know it is utterly impossible to inspect from ten to fifteen or thirty thousand barrels of apples down there in Montreal, suppose you had the power. How are you going to do it? When I ship apples in the winter I calculate them to get there just as late as it is possible to get aboard a steamer, and everybody else does the same. I have been in Portland when there were 257 cars of apples on the tracks, had to stay there three days, had to get a fire in the car to keep them from freezing. It has got so now that winter is the time of shipment, and every shipper times the arrival of his apples just as soon as the ship is ready to take them, and they are rushed in there night and day. How is it possible to inspect them? You might as well try to fly. You must do with it as you do with cheese. Turn to the criminal code. Every man is bound by his trade-mark, and if any man puts up his goods contrary to his trade mark then you can indict him. You cannot hang a man for shipping poor fruit. If he is fool enough to do it, and does not get the price for them, he will not do it more than once or twice.

Mr. MCNEILL: There is another difficulty in the way. As a fruit-grower, I would not trust those fellows on the other side with my barrels of apples. If I am not there, or my agent, to see that the barrels are bad, I would not take their word for it. There is another side to this story. A barrel is a different thing from a keg of cheese. When this apple goes over there I want some guarantee that the barrel that they say is a bad barrel, is certainly so. They say it is bad. I can't prove that it is not. We will have to—

Mr. FARWELL: Have a Canadian inspector over there.

Mr. MCNEILL: Of course if there was any means by which we could be perfectly certain that that barrel had not been tampered with—because it is an easy matter to tamper with a barrel, so that you still leave any label intact that