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it is absolutely necessary to enforce this act of inspection. You can put an inspection fee on the car and refuse to allow the American shipper to dump his fruit on our market, uncontrolled. As it is now, they pour the stuff in. It is stamped No. 2 on the back of the box, in the warehouses, and in the retail merchants' premises.

Mr. THORNTON.—I think Mr. Foggo has emphasized the fact that a great disadvantage is created by the inefficiency of the Fruit Marks Act.

Mr. DOUGLAS.—That concerns the administration of the Act.

*By Hon. Mr. Burrell:*

Q. You speak about an inspection fee on cars. That is logical enough and there are some precedents for it. It is a question that might be given consideration. Do you really think that it would be practicable or possible to legislate against consignments of American fruit sold on commission, for instance?

A. If you put it in that way, no, sir. But you could arrive at the same place by another method. If you impose the same rules and regulations on American fruit dumped on our markets as are imposed on the British Columbia fruit grower, and which he has to live up to, it would help us. If you will not permit a box of American apples to go on the market in any condition and of any description other than what you allow us, you will be helping us to remove the present injustice and unfairness.

Mr. THORNTON.—That is what Mr. Foggo complains of, and it is perfectly fair.

Mr. FOGGO.—Now if you do that you are going to be burdened by the heavy cost of inspection, and so on, and I say that if you enforce regulations and rules along these lines you would be justly entitled, and it would be absolutely necessary, to make a fee per car for inspection. The fee would not have to be an exorbitant one.

*By Mr. Sutherland:*

Q. That would apply to both domestic and imported fruit?

A. No, sir, because we as Canadian taxpayers bear the cost of the inspection that is necessary with our own fruit. Our boxes are not wrongly marked. We have nothing on the boxes that is not entitled to be put on.

*By Hon. Mr. Burrell:*

Q. Our Canadians, whether in the east or the west, are all shipping to our own market and live up to our Act, but I presume a lot of American shippers do not know where their cars are going until they are diverted by wire?

A. That is true to a certain extent. In another way they know that their surplus choice stuff is coming to the Canadian market.

Mr. BURRELL.—I gathered that the system was such that they were not sure of the destination of the fruit until the cars were diverted, and naturally they are going to market it in their own way.

*By Mr. Douglas:*

Q. A great proportion of their fancy stuff comes into the Canadian market?

A. There is a small proportion comes into the coast market. There is a certain very small proportion comes into the Winnipeg market.

Q. I have not seen it in Edmonton.

A. You might have seen a little, but not a great proportion.

*By Mr. Sutherland:*

Q. Do you know whether the American market is sometimes undersold here?

A. That is coming at the dumping clause. It is a difficult thing, even for a manufacturer, to get proof of that practice. So it would be almost impossible, and