

APPENDIX No. 1

By Mr. Sealey:

Q. Is that package tight at the bottom?

A. No, it is slightly open at the edges. The top and bottom are a little narrow.

PRICE GUARANTEED TO GROWERS.

By Mr. Wilson (Lennox and Addington):

Q. In buying that quantity what did you pay?

A. I arranged to pay the growers the local market price at the canning factories, about 3½ cents per pound, plus the cost of the package and the packing.

Q. What would they sell for in England?

A. They sold at an average of \$1.04 per case.

Q. What would that be per pound?

A. About 17 cents. They netted the growers at St. Catharines 80.7 cents per case, or about 13½ cents per pound. I take some pride in the fact that we handled these peaches without costing the department a cent and gave the growers three times as much as we promised.

By Mr. Best:

Q. They sold at an average of what?

A. They sold at a price which varied from 3s. 6d. to 6s. 6d. per case, or on an average in our currency of \$1.04 per case.

By Mr. Thornton:

Q. That would be about four cents each? What did they retail for?

A. Six pence to eight pence, and in a few cases at one shilling each as English hothouse grown. The cost of shipping these peaches from St. Catharines to London, Liverpool and other markets was 23.3 cents per case. The freight from St. Catharines to Montreal was 4 cents per case and the ocean freight 9.6 cents, while the selling charges in Great Britain, including commission, were 9.7 cents per case, making a total of 23.3 cents per case, leaving an average net return f.o.b. cars St. Catharines of 80.7 cents per case. I may say, to judge from some of the account sales, that a few of these cases were used for advertising purposes, and there was consequently no return for them, but this is the net return for all the peaches shipped.

Q. That happens to be a cent per peach for transportation, commission and expenses?

A. Yes. Now, I want to make another reference to the shipments made in 1897, and to explain the difference between the results in the two years.

By Mr. Sealey:

Q. I suppose these went in ordinary cold storage?

A. They were shipped from St. Catharines in refrigerator cars and put in cold storage chambers on the ship at a temperature of about 36 degrees, and the temperature was allowed to rise a few hours before the chamber was opened, so as to prevent any condensation of moisture, which occurs after the sudden transfer from a low to a high temperature.

By Mr. Wright:

Q. After their arrival in England were they treated in the same way as ordinary shipments?

A. The shipments to London were taken to Convent Garden and sold at private sale by George Monro & Sons, Ltd., the shipments to Liverpool were sold under the hammer, and also, I think, in Manchester, where we sent a small lot. The shipments to Glasgow and other points were all sold at private sale.