

preference. But if more accommodation is wanted for fruit, then extra accommodation can be provided. It would not be fair to restrict the butter accommodation in favor of anything else. This limitation was put in there, and I would like to make this explanation on behalf of the Minister: That while butter has the preference, on every steamship there is space for two carloads reserved for such as the Department may indicate to be trial shipments of any kind; and if Mr. Fisher or his friends had intimated to the Department at all at any time that they wanted some space for trial shipments, they could have had a share, at least, of the two carload space, and then there would be no shutting out of any trial shipments for want of accommodation. I want to say that, lest it might seem that there was no accommodation for trial shipments; and the steamships are not bound to reserve space for any shipments unless space is engaged four days before. The steamship people would not be able otherwise to fill the holds. Then I am very much pleased with the report that has been made on the shipments from Burlington. I had a pretty good eye on some of those shipments in Montreal quite often, and could see the progress of the work, and was very much satisfied with the way some of it was being done. I was specially well pleased with the extra good quality of the fruit offered this year—the evident care in selecting large sized, uniform-sized and well-shaped specimens. I am no authority on fruit culture, but I do know the size and shapes good fruit should have, and I pay them this well-deserved compliment, that it was the best I saw go from Montreal. Then the one matter that perhaps I misunderstood Mr. Fisher in stating, and with regard to which I took the opportunity to interrupt him, was this: That while the whole cost of carrying a package in cold storage from Montreal to the vessel might be a shilling per case, I thought the point he was discussing was the extra cost of cold storage and therefore the gain to the community of shipping in ventilated chambers where extra cost would not be imposed. The extra cost for the cold storage service would be about 8c. per case that size (sample shown). Now, rather than run any risk at all, 8c. is a very safe investment to ensure safe carriage in any kind of perishable fruit or other products. Then in regard to the report that Mr. Woolverton made in behalf of the shippers of Grimsby I would like to make this observation: That the shipments while under Government auspices were not under the direction of the Government in that full sense. The Government, through myself in charge of that branch, made recommendations in regard to the packages of fruit, but took no control beyond the recommendations, which the shippers, I think, did their best to carry out with the exception of the first packages, which were procured before the Department's judgment was taken, and these, I think, were too large and had one very serious fault which I shall point out when I speak of tomatoes. The Department was merely seeking to provide accommodation for the safe carriage of fruit such as the shippers themselves would pack and put on the railway cars for us. Then the other matter that was not perhaps quite clear, at least to my mind, was that the failure of the first shipments of fruit to carry safely was owing to the fact that these shipments were carried at too high a temperature. Now, that is quite in accordance with my own knowledge of the facts of the case, but that was not because the temperature in the hold of the ship was not cold enough. You may have fruit in a package which, because of the generation of heat in the package, will keep the fruit much higher than the registered temperature of the hold of the ship. The temperature in the hold of the ship was kept at the point we requested in each case except the one mentioned by Mr. Woolverton, and while the fruit was carried in too high a temperature it was not because of the lack of facilities for cold storage, but it was because the fruit was so insulated in the package that the cold storage would not cool the fruit in the packages. With these explanations from my knowledge of the matter this year I would like to lay before you the report, and then get what I can from you of information as to how this business can be carried on most successfully. Allow me in a few moments of introduction to assure you that the Department regards this work as being so very important to the whole fruit-growing industry of Canada, that the Minister authorized me to say that no pains and no reasonable expense that is necessary will be spared to get the Canadian tender fruits on the British market in the best kind of packages and packed in the best way and delivered in the best condition. (Applause). If shippers themselves