

Mr. MONTAGUE. My hon. friend the leader of the opposition says it was only one horse and a donkey, and most people will agree that he is right. Now, Mr. Speaker, these are the sums which were paid by the government of Canada for cold storage on the steamships:

1895.....	\$10,294 38
1896.....	7,718 09
1897.....	26,000 00
1898.....	33,090 78
1899.....	38,695 61

But as to the question: Who established the cold storage system in Canada, let me settle that once for all by referring to the hon. gentleman's own report. This is the report signed by the Minister of Agriculture (Mr. Fisher), in 1897, and it tells the history of the cold storage movement. It says, and remember the report was made very shortly after the hon. gentleman took office, and therefore it refers to what had been done in our time:

A cold storage service for the safe carriage of butter was begun in 1895. Arrangements were made whereby refrigerator cars for carrying butter were run during the summer on the main lines of railways leading into Montreal. These cars were used to pick up small lots of butter as offered at the different railway stations. Shippers by these cars were allowed to ship butter at the usual 'less than car-load rates,' without any charge for icing or special service. As far as space permitted, merchants were allowed to use these cars for the shipment of dairy and creamery butter between points at which the cars touched. During 1895 cars were run for at least part of the season on the Grand Trunk and Canadian Pacific railways.

Arrangements were also made for the chilling of fresh-made creamery butter at the warehouses of the Montreal Cold Storage and Freezing Company, Montreal.

Arrangements were made for the fitting up of insulated and refrigerator chambers on steamships from Montreal to Avonmouth, Liverpool and Glasgow. The chambers were constructed to thoroughly insulate their contents, and thus prevent them from being heated during the voyage by any rise of temperature outside the chamber. Galvanized iron cylinders were filled with ice to cool the interior of the chamber and the outside of the packages of the butter, in so far as they were heated during the cartage from the cold storage warehouses to the steamships. Ten steamships were fitted up in 1895.

For the season of 1896 arrangements were made for the fitting of three steamships with mechanical refrigerating plant and insulated chambers, having a capacity of about 20,000 cubic feet each. It was proposed that the steamship company would carry, in cold storage, butter at a charge of 10 shillings per ton, and cheese at a charge of 5 shillings per ton, in addition to the current charge for freight on butter and cheese. Other steamships were to be fitted up with insulated compartments for the carriage of chilled butter. Owing to failure on the part of the company which had agreed to put in the refrigerating plant to do so in time, the arrangement for fitting up steamships with mechanical refrigerating plant was not carried out. In consequence, a number of the steamships between Montreal and Avonmouth

were fitted with large insulated chambers for the carriage of chilled butter.

Arrangements were made for extending the area served by the cold storage cars on railways during 1896. Refrigerator cars were run on terms similar to those in 1895 on the Grand Trunk and Canadian Pacific railways leading into Montreal. The increase in the quantity of butter exported from the port of Montreal may be noted from the following figures:

Exported from Montreal during the shipping season of 1894, 32,055 packages.

Exported from Montreal during the shipping season of 1895, 69,664 packages.

Exported from Montreal during the shipping season of 1896, 157,321 packages.

Showing, Sir, that our cold storage was not only established, but was having a most admirable effect upon the exports of Canadian products to Great Britain. By reading these statements in the report of the hon. gentleman himself, I think I have settled for all time in this House and out of it, the question as to which government and which party established cold storage for the benefit of the farmers of Canada.

It being six o'clock, the Speaker left the Chair.

AFTER RECESS.

GASPE SHORT LINE RAILWAY COMPANY.

House again resolved itself into committee on Bill (No. 70) to incorporate the Gaspé Short Line Railway Company.—(Mr. Lemieux.)

(In the Committee.)

On section 14.

Mr. JOHN McALISTER (Restigouche). I would ask that the section of the Baie des Chaleurs Railway be inserted so as to remove any doubt as to what part of the line the amendment covers.

Mr. R. LEMIEUX (Gaspé). I think that by the Act passed in 1891, there can be no question that the Baie des Chaleurs section is intended to be covered by the Baie des Chaleurs Railway. However, to satisfy my hon. friend, I would have no objection to insert in my amendment the words, 'the Baie des Chaleurs section of the Baie des Chaleurs Railway.'

Mr. McALISTER. The Baie des Cheleurs section proper is from Metapedia to Paspebiac.

Amendment agreed to. Bill reported with amendments, and amendments concurred in.

RESTIGOUCHE AND WESTERN RAILWAY COMPANY.

The House resolved itself into committee on Bill (No. 73) respecting the Restigouche and Western Railway Company.—(Mr. McAlister.)

Mr. MONTAGUE.