

newly subsidized line from Bristol to the West Indies, the ships we have been dealing with are the only ones I know of in the world fitted up in that way. This system, I am glad to say, will be very largely extended this season now opening. We have been negotiating with other vessel owners, and I am in a position to state that this coming season there will be at least ten more vessels fitted up in this way for trading in the St. Lawrence.

Mr. SPROULE. What is the difference between freight rates on goods shipped on those vessels and those shipped on other vessels.

The MINISTER OF AGRICULTURE. I shall tell the hon. gentleman in a few minutes. From the experience we had last year, I am satisfied that this system will be the ultimate one adopted by all the ships coming to Canada which expect to carry large quantities of cheese or fruit. We have had to do the same kind of thing that we did in the case of the original cold storage scheme, namely, bear a share of the cost of fitting the vessels up, and make a similar contract. The experiment I am happy to say, has justified our expectations. By the contracts we then made with the ship-owners to fit up their ships with this apparatus, we agreed to pay half the cost of fitting up, on the understanding that the cost should extend over, in the first case, three years, and in the second, two years; and the results have justified our expectations that the ships would continue with that apparatus after the contract had expired. To-day a large number of the vessels now leaving Canadian ports and not subsidized at all by the government, are fitted up in that way, and when any new ship is being built for the St. Lawrence trade, it is well understood that it is necessary it should be fitted up with this cold storage system. Gratifying as has been the success of the work we have undertaken I am satisfied that when we have got the other system I have been describing, thoroughly into working order, similar results will follow, and that in the near future every steamer which expects to carry our apples and cheese across the Atlantic will be fitted up with this arrangement.

I shall not go into details just now on the particular expenditure in that line, although it is somewhat larger than last year.

With regard to the railways, the system has been constantly extended. We have to-day a larger number of lines fitted up with this system than we had any year before, and are occasionally receiving requests to have more put on, which we immediately act upon.

I hope this year to have an additional officer, whose duty it will be to watch more closely the carriage by these railways of our cold storage products. That work is

now being done by an officer stationed in Montreal, to which these lines nearly all converge. He there watches carefully the arrivals, makes note of the shipments received, the condition in which they arrive, and the temperature maintained. His observations show that the work, on the whole, has been satisfactorily done, but we have complaints occasionally, especially at points where the cars stop on their way to Montreal, and where there are converging lines coming together, and I think it would conduce to greater efficiency and the removal of any such complaints, if we had an inspector, whose business it would be to take special charge of this particular work. I hope to be able to provide for such an officer during the coming year.

I have a statement here with regard to the creameries. I find that there are, roughly speaking, in the neighbourhood of 700 creameries in Canada, and that up to the present about 500 have been fitted, leaving in the neighbourhood of 200 which have not yet complied with the conditions and got the bonus.

Mr. CLANCY. What is the exact number in each province?

The MINISTER OF AGRICULTURE. I have not the number in each province, but in the whole Dominion. The great bulk of those which have taken advantage of the arrangement are in Ontario and Quebec, and but few elsewhere. There are some in the maritime provinces and possibly one or two in British Columbia. I do not think that there are any in Manitoba. From the 31st March, 1902 to the 31st March, 1903, we anticipate that 100 creameries will get the first year's bonus and the second year's bonus and about 80 will get the third year's. During this current year from 31st March, 1901 to 31st March, 1902—this statement was made out in February a few weeks ago—there were 80 creameries that got the first year's bonus of \$50 each and 80 that got the second year's bonus, and about 100 that got the third year's bonus. The bonus is \$50 the first year and \$25 each second and third year.

Mr. CLANCY. Can the hon. gentleman tell the committee how much butter, made in the provinces of Ontario and Quebec, was exported in this way.

The MINISTER OF AGRICULTURE. I have not the figures here, and I do not know even that we have the figures available in the department, showing how much of the export comes from these two provinces. In the Trade and Navigation Returns, we have the export from the several ports, but then it must be remembered that the great bulk of the products from Montreal and westward and even from Quebec and westward, are exported from the port of Montreal, and the Trade and Navigation