

the most efficient of these inspectors and one who has been for the longest time at this work upon this subject. I happened to meet him, and discussing his work quite informally with him, I asked him some questions on that very point. He told me that as a matter of fact the stevedores understood thoroughly well the demands of the different kinds of products that they had to put into the ship and that it was quite an unusual thing for apples to be put in a place where they would be unduly heated. He said that such a thing might occur occasionally, but very very seldom, and his opportunities of observing are probably as good as any one in the country. He said that whenever he had observed anything of the kind he had drawn the attention of the stevedores to it and he had always found them quite willing to see that the cargo was properly stowed in a place suitable to its carriage. Our inspectors have no absolute control over the stevedores. All they can do is to draw attention to the matter and report to the shipper so as to enable him to recover from the ship owner if his fruit was damaged by being improperly stored in the hold.

Mr. ROSS (Ontario). We have inspectors to see that proper space is given to cattle on the ocean voyage, and that is a very important matter. But if the condition of things exists as was represented to me, it is a calamity that apples especially should be shipped in a manner in which they are liable to get overheated. The greater portion of the apples that are shipped from Canada are shipped as ordinary freight; and under these circumstances I think it would be in the interests of the trade of the country if an inspector were appointed to see that these apples are properly placed in the vessel.

The MINISTER OF AGRICULTURE. The inspectors do watch it, but it is not their first duty, and it may be better that a man should be appointed for that express purpose when the apple shipping season comes. All the complaints have been with regard to apples, but from the report of the inspector I do not think there is a great deal of difficulty even with apples. However, it may be well to obviate whatever difficulty there is when the apple shipping season comes around.

Mr. MACKINNON. A year ago the government established a service between Charlottetown and Manchester by the Manchester Line. The service was a very good one and the cold storage was all right, but in one case the steamer did not arrive at the date prescribed and the shippers who had collected the cargo at Charlottetown were put to heavy loss. They had to feed the cattle, and to go to expense in preserving the other products until the steamer arrived. Is there any hope that these people will get compensation out of the subsidy. Is

Hon. Mr. FISHER.

there any method which the department can adopt by which these gentlemen who lost so heavily can be compensated. The steamer was advertised to sail in November, but she did not turn up until December, and then she went to Georgetown, so that the cattle, and the rest of the cargo had to be shipped there at heavy expense to the shippers. A great many people in the island are interested in the matter, and they think that since the government was subsidizing the steamer, the government should reserve part of the subsidy and apply it to compensating them to some extent. Can the minister do anything in the matter?

The MINISTER OF AGRICULTURE. The subsidy is entirely in the hands of the Minister of Trade and Commerce and my department has no control over it. When the subsidy was given I was consulted as to the cold storage accommodation on these ships, but what my hon. friend says now is the first intimation I have had of the facts of this case. I will draw the attention of the Minister of Trade and Commerce to the matter and if the subsidy has not already been paid I will ask him to see whether something cannot be done in the matter. I take it, however, that it would rather be a matter of recourse against the ship-owners for non-fulfilment of their contract. However, I will draw the attention of the Minister of Trade and Commerce to the matter.

Mr. BRODER. Is any portion of this vote to be applied towards the maintenance of icing cars from internal points to points of shipment? It is very important to the cheese industry of the country that cheese should be placed in these cars from internal points to the points of export. The system was tried last summer and I believe was satisfactory.

The MINISTER OF AGRICULTURE. We have made an arrangement to extend that service very largely.

Mr. BRODER. I am very glad to hear it.

The MINISTER OF AGRICULTURE. We have arrangements now for about one hundred iced cars per week for the carriage of cheese. It was successful last year and it is to be very much extended. In addition to that there is a very large number of specially ventilated cars being built by the railway companies for the express purpose of carrying cheese and fruit, and the railway companies have done that in consequence of the representations made by us. These cars will be available for the service this year.

Mr. BRODER. When cheese arrives in the old country is there any provision to carry it in cold storage cars to points in the interior?

The MINISTER OF AGRICULTURE. We are not paying for any service there,