

Mr. G. W. Hunt, who conducts a commission business in both Ottawa and Winnipeg, was called on and said that he was in sympathy with many features of the resolution. There are, he claimed, mushroom dealers, who do a great deal of damage to both growers and dealers. If licensing the dealers will control these men, the rest of the dealers will be much pleased. He could see no injustice to the dealers in their being expected to show their books. He was not acquainted with the methods of selling fruit in England, but believed that the dealers in Gt. Britain are a close cooperation, and that they frequently stack their goods. By stacking he meant making piles of fruit and placing the good fruit in the centre with the bad packages of fruit on the outside, and listing the whole pile as defective fruit. The men who do this give favorite buyers the tip, and they are able to buy in the whole lot at low prices. Such methods, he claimed, are impossible in Canada.

He was in favor of cooperative selling, and claimed that if every barrel of fruit was properly packed and consigned, it would sell for more than were it sold F.O.B. Were it possible to get the transportation that was asked for, goods might be consigned and sold for better prices by auction than F.O.B. The trouble with Ont. fruit is that it is not packed in uniform packages. He did not see any objection for a 10 day limit for report of a sale, as any honest dealer could give it, and it would get rid of the mushroom dealers."

Mr. Graham asked if the resolution was intended to include commission houses abroad, and was informed by Mr. Pettit that it was not. Mr. Brodie and Mr. Hunt said they would oppose it otherwise, as it was not fair that dealers from other countries should be allowed to compete on unequal terms with Canadian dealers.

They also should be required to give a guarantee, and they would be willing to do it, were they honest.

Hon. Mr. Fisher said he thought it was properly a provincial matter. Mr. Armstrong, of Alberta, favored the resolution, and thought copies should be sent the Provincial Govts. One speaker was afraid that the giving of a bond would not work out in the way it was hoped. A dishonest dealer would give a small bond, and would show it to growers as a proof that he was honest. In this way he would buy goods to a much greater value than the amount of his bond, and then skip out. It was finally decided to refer the resolution back to the resolutions committee. This was done, and the following day the following compromise resolution was submitted and adopted:

"Resolved, That in the opinion of this conference the question of controlling commission dealers should be left to the Provincial Govts., and it respectfully urges upon such Governments the necessity of placing such safeguards on the commission business as will protect the legitimate interests of those consigning fruit to the commission market."

OCEAN SHIPMENTS

Conditions surrounding the shipment of fruit to Gt. Britain were dealt with at the Thurs. mng. session in two resolutions that read as follows:

"Resolved that (a) All subsidized lines should have good ships at not less than 12 knots speed, thoroughly ventilated holds for fruit, apart and free from heat and taint of other cargo.

"(b) Close supervision of the stevedores to ensure proper stowage and careful handling in both loading and discharging.

"(c) Just and reasonable conditions in all bills of lading so that in case of loss through breakage or non-delivery of goods the shipper may recover easily such loss from the ship.

"(d) That the Government should hold back part of such subsidy in order to indemnify shippers that may have suffered loss through the failure of the steamship to sail within a

reasonable time after the advertised date of sailing."

MARITIME SHIPMENTS

The second resolution read:

"Resolved, that whereas the export of fruit from the Maritime provinces by sea is not satisfactory on account of the slow service provided by the lines now sailing from Halifax to Great Britain, and

"Whereas, these lines are subsidized by the Federal Government for amounts that should give a satisfactory service:

"Therefore, be it resolved that we ask the Government to combine the two subsidies now paid to two lines in a subsidy to any one line that will give a 12 knot weekly service during the fruit shipping season."

Discussion was lead by Mr. Ruddick, who showed what oversight is given by the Dept. to fruit shipments. He submitted copies of inspectors' reports that showed that the inspectors have to report the date of inspection, the temperature of the fruit on the wharf, condition of the apples, name of the shipper, etc. This is done at Montreal and also in Gt. Britain after the receipt of the fruit. A sample report of a shipment made last Oct. by the steamship Bavarian, showed that she sailed Oct. 26, contained 28,000 bbls. of apples, that the temperature in the shed on the wharf had been 60 to 65 deg., that the temperature of the apples in the barrels before loading had been 70 to 80 deg. Of these apples 105 lots had been inspected, of which 20 per cent. had been found to be in bad condition. Many of the apples were scalded, showed scab and were otherwise defective. The temperature in the hold of the ship during the first 3 days of the voyage was 62 deg., and gradually dropped to 51 deg. after the vessel had been out 7 days. At the end of the voyage the temperature was 57 deg. In the cold storage dept. the apples on loading, showed a temperature of 66 deg., which dropped to 40 deg. by the time the vessel reached Gt. Britain.

Mr. Ruddick was asked if reports were taken regarding the shipments from N.S. points, and was told that reports were received but that thermograph records were not kept. Mr. Ruddick was asked if the Dept. has any control of the temperature maintained in the vessels, and replied that it has not, but that the records of the temperatures on the vessels are filed on the Board of Trade at Montreal, where the shippers are able to see them. Where improper temperatures have been maintained the companies find it difficult to obtain further shipments.

"Mr. Fisher was asked by Mr. Eaton if the Govt. intends to have thermographs put in every vessel, and was told that it does. Mr. Eaton asked if figures could be obtained showing the comparative temperatures on the deck and in the hold. This led to a long discussion, the result of which was that the Govt. claimed that efforts on their part had shown that a satisfactory record of temperatures on deck cannot be secured. Mr. E. D. Smith wanted to know what guarantee the Govt. has that the cold storage machinery on the vessels is not stopped during the course of the voyage. In reply Mr. Fisher stated that the thermograph records would show any variation in the temperature. In a discussion it was decided that 12 knots an hour would be a satisfactory rate of speed where low temperatures are maintained on the vessels. The resolutions were then carried.

ICED CARS FOR FRUIT

Mr. Graham submitted a resolution which claimed that as the Govt. furnishes ice for a certain number of cars, used for the export of dairy produce, it should do the same for the fruit growers. He had frequently been told, when he wanted to use these ice cars for his fruit, that he could not have them as they were reserved for dairy produce. Mr. Parker rather mischievously said, that as the dairy commis-

sioner has charge of the fruit division, he should be able to remedy this matter.

A little further discussion resulted in Mr. Fisher promising to extend the same privileges in regard to iced cars to shippers of fruit for export, as are given to shippers of dairy produce. This announcement was heartily applauded. Mr. E. D. Smith asked if this would include apples and was told that it would. Mr. Brandrith wanted to know if B.C. growers cannot obtain the same privileges for the inter-provincial trade, as they export but little fruit. Mr. Fisher replied, with a smile, that he would consider the matter.

MARKS ON PACKAGES

The following resolution caused a lively discussion: "Resolved, that all the marks required by the provisions of section 4 of the Fruit Marks Act shall be placed on both ends of closed packages." Mr. Starr said that shippers place their mark on one and consignees on the other end. Were the shippers to be forced to place their marks on both ends it would cause confusion. Fruit Inspector Smith said he was in favor of such a resolution as he found that some shippers were not too scrupulous about putting their marks on the end. They would place part on the end and part on the side, making it difficult to find it. When part of the package was removed, the marks disappeared. The resolution finally carried, the word "either" being substituted for the word "both."

LEGAL APPLE BOX

The following resolution also was carried: "Resolved that the Act legalizing the apple box be so amended as to make the Act apply to internal as well as export trade, but to closed packages only." This was done at the request of the B.C. growers, who pointed out that while the growers in the other provinces conduct an export trade largely, theirs is an inter-provincial trade, and that it is just as important there should be uniformity in boxes for the inter-provincial trade as for the export trade. Mr. Fisher said that such a proposal had been made when the discussion took place in the House of Commons, regarding the standard box, but it had not been adopted owing to the fact that it might interfere with growers who sell apples on their local markets in all sorts of boxes. It was pointed out that as the resolution referred to a closed package only, it would not interfere with this practice.

STANDARD APPLE BARREL

It looked at first as though it would be difficult to reach an agreement in regard to a standard apple barrel, but it was finally decided, practically unanimously, to make the 28 in. barrel the standard for Canada. This action was taken by the adoption of the following resolution: "Whereas a large proportion of the fruits of the Dominion are bought and sold by the barrel, and whereas the size of the barrel varies in the different provinces, leading to confusion in price quotations; therefore be it resolved, that the present barrel, described in Section 4, Chapter 26, Statutes 1901, be made the standard uniform barrel in Canada for shipment of fruit and that no other size of closed barrel be allowed after two years.

"And further resolved, that this conference recommend the Department of Agriculture to strictly enforce the provisions of the Act relating to the sale of certain commodities (sec. 4 and 5) relating to the size of and uniformity of packages."

The description of the barrel as contained in the Act is as follows: "All apples packed in Canada for export for sale by the barrel in closed barrels shall be packed in good and strong barrels of seasoned wood having dimensions not less than the following, namely: 26¼ in. between the heads, inside measure, and a head diameter of 17 in., and a middle diameter of 18½ ins., representing as nearly as possible 96 quarts."