

OCEAN FREIGHTS.

The freight, too, by sea, more especially in the carriage of live stock, is higher from Canada than from American seaports, and while the best remedy that suggests itself is the encouragement of trade with the mother country, there would undoubtedly be a lowering of rates if the shipper of live stock had permission to send his cattle *via* Boston or other American ports. The Committee learns with pleasure that the concession of sending cattle to Boston has recently been obtained from the United States authorities, and exporters are already satisfied that this choice of an alternative route will tend to equalize freight rates on ocean shipments to the great advantage of the Canadian shipper. It is hoped that other arrangements of a mutually advantageous character may be made with our American neighbours.

RAILWAY CONTROL.

The Committee knows of no means by which the railway companies are to be forced to obey the law which forbids discrimination except the appointment of a railway commission or other tribunal with powers such as the railway commissioners in England or the Interstate Commerce Committee of the United States have. It is a fact worthy of notice that, although Canada has over sixteen thousand miles of railway, she stands alone in English-speaking communities in having practically no governmental control to insure by the universal carriers of modern times the fulfilling of the conditions on which the important and practically exclusive franchises they hold were granted to them. By some such means the cost of transportation might be reduced, and the selling value of the products thereby so much increased. But perhaps the most important question which the Committee has considered yet remains to be elucidated.

COLD STORAGE.

How are Canadian farm products to be laid down in the English market in prime condition equal to that in which they are offered for sale at home? To this question one solution alone appears satisfactory, and that is by the adoption of a system of cold storage which will keep the article stored in the condition in which it is deposited in the storehouse for a time sufficiently long to cover that required for its transportation. This it must be understood means (*a*) warehouses to receive and store the goods until shipped by rail, (*b*) cold storage cars to carry the goods to the port of export, (*c*) warehouses with cold storage appliances at the port to hold the goods until shipped by sea, (*d*) ships provided with cold storage accommodation to carry to the port of destination, and (*e*) cold storage warehouses to receive the goods in Great Britain until they are disposed of. If these means are attainable, the only question being one of cost, the first inquiry is, to what extent would the producer be benefitted thereby? In the opinion of the Committee it is not too much to say, taking one thing with another, articles which, from their perishable character cannot be shipped, and articles which, although now sold for export, suffer much from climatic causes and natural decay, whereby their value is reduced fully one-half (which cold storage would avoid), that the value of the farm products, including in this term the widest signification of animals and goods produced on the farm, would be increased fully 25 per cent. The Committee have been led to adopt this conclusion by the reflection that meats, cheese, fruit, poultry, butter and eggs would benefit to an extent that is difficult to exaggerate. For such a result a reasonable expenditure is surely warranted and on public grounds can be fully justified. The scheme to be a success involves the establishment of cold storage warehouses in central parts of the provinces and of the Northwest, and what may be considered a cold storage chain of communication reaching therefrom to the important centres where food products are in demand and command the highest prices in the motherland. The Committee has arrived at the conclusion that these facilities cannot be secured within any reasonable period, and unless within