

pastures, and so obviating transporting long distances on the hoof. From the Feeders refrigerated meats would be exported directly to foreign markets, or transported in refrigerator cars to the central establishments for further conversion into the various products of the packing house.

By adopting this method, the large works, where the bulk of the skilled labor would be concentrated, would be kept going almost continuously, and the Feeders, should sufficient stock not be available, as would undoubtedly be the case with some of them at certain seasons, could be closed down, with comparatively slight expense and without disorganizing the supply of the more highly skilled labor. Advantages of the scheme

These Feeders should be so designed that they could be readily extended and increased with the growth of the business in any one district or converted into large central establishments to be themselves supplied, in a supplementary way, from other Feeders, as rendered necessary to keep pace with the further opening up and development of the country.

In order to establish at once a thoroughly organized system of chilling and meat packing on the above lines, we consider that the following works would be required: Number and capacity of works

Say 30 FEEDERS distributed over the following Provinces, Alberta, Saskatchewan, Manitoba, Ontario and Quebec, each FEEDER being capable of slaughtering, chilling and handling the principal by-products of 25 head of cattle and 250 hogs daily, (the exact proportions to be varied to meet local conditions).

FIVE CENTRAL DEPOTS, one in each of the above Provinces and to be located at suitable points of railway convergence.

The average capacity of these CENTRAL DEPOTS to be equal to slaughtering and treating 100 HEAD OF CATTLE AND 500 HOGS DAILY, in addition to handling the output from SIX FEEDERS. The exact proportions both as regards numbers of cattle and hogs treated and also as regards supplies from Feeders, to be varied to meet the requirements and producing power of the different Provinces.

General cold storage accommodation for various other perishable products to be provided at each central depot, and at each Feeder.

In order to make such a scheme thoroughly complete, it would be necessary to have in addition to the foregoing works, cold storage facilities at ports of shipments; we therefore suggest providing DEPOTS AT MONTREAL and at some OPEN WINTER PORT, equipped, not only for storing the export output from the inland factories, but also furnished with the necessary COLD STORAGE ACCOMMODATION for all other kinds of perishable products. Cold storage at ports

With regard to cold storage transportation across the Atlantic, we have satisfied ourselves that the necessary accommodation can be obtained to meet present requirements, and that additional shipping space would be readily forthcoming to meet future developments. Shipping facilities

In order to control, in the best and most perfect manner the handling and transportation of refrigerated meats, etc., it will be essential for such an organization to own and operate a thoroughly equipped and modern refrigerator car service. Refrigerator car service