

APPENDIX No. 5

The CHAIRMAN.—Will you suggest the name of a witness?

Hon. Mr. BURRELL.—I do not think I could suggest a name as well as the Provincial authorities could. I would propose that you get into touch with the Deputy Minister, Mr. Scott, and he will probably give you the name of the best man to call.

Mr. THORNTON.—Would it be wise to adopt this morning some definite line of action calculated to meet the conditions that have been disclosed?

The CHAIRMAN.—I think it would be better to wait until all the evidence is in our possession.

Mr. SCHAFFNER.—Did I understand the Minister of Agriculture to say that the fruit growers of British Columbia are fairly well satisfied with their freight and express rates?

Hon. Mr. BURRELL.—I said that on the whole I thought there was no very great ground for complaint, and that the fruit growers this year are pleased with the C.P.R. You think, I suppose, it was on account of the tremendous competition coming in from the United States. Mr. Ruddick may know the facts better than I do. How does the matter stand, Mr. Ruddick?

Mr. RUDDICK.—I think the fruit growers were fairly well satisfied with the concessions they received. Last season there was a great improvement in the facilities afforded in getting out the fruit from the Okanagan. Okanagan Lake is one hundred miles long and the railway terminus is at its northern end. The railway company provided barges on which refrigerator cars were carried down to the different landing stages along the shore. The cars were put on shore, loaded with fruit at these different points, and then conveyed back to the terminus. That was one of the things that gave relief this year, but there were other concessions in connection with railway rates. If I might be allowed to make a suggestion on the question of freight rates it seems to me we could get the information very easily by simply asking one of the traffic officers of the Railway Commission to appear before you. All the railway rates are on file in the offices of the Railway Commission, and their officers can give you such information as you require.

Hon. Mr. BURRELL.—We want to go further than that and ascertain why certain alleged discriminatory rates are adopted.

Mr. THORNTON.—The same thing applies to express rates.

Mr. RUDDICK.—I do not know how far they have gone in the matter of express rates.

Hon. Mr. BURRELL.—They are all under the control of the Railway Commission.

Mr. LALOR.—Would it be possible for us to get the competing rates in the United States for the same distance?

Mr. RUDDICK.—As a matter of fact I had those rates the last time I was before the Committee. I did not bring them to-day because I did not expect they would be asked for. I have copies of the rates to points in Oregon and to Calgary, which were furnished by the Railway Commission.

Mr. FOSTER (Kings, N.S.).—I have a motion to make, but before presenting it I wish to ask Mr. Johnson one question: Do the Co-operative Associations in Ontario, so far as he is aware, appoint their own apple inspectors in addition to co-operating with the inspectors appointed by the Government?

Mr. JOHNSON.—Some of the Associations do. For instance in Norfolk the fruit growers pack some 65,000 barrels. They have, I think, four or five inspectors, men who do nothing else but simply go round and inspect the apples, devote all their time to the inspection. These men of course work in co-operation with the Dominion Government Inspectors. In the case of the average Association the inspector is Manager, and he watches matters as closely as he can.