

To enable the managers of creameries to make payments to the patrons who supplied milk or cream, authority was obtained to pay advances at the rate of 20 cents per pound on creamery butter of finest quality, made between the 1st of January, 1895, and the 30th March, 1895, and put up in neat, clean packages, delivered to the order of the Dairy Commissioner at Montreal.

Under this plan 1,077 packages of butter were exported to Great Britain. Some packages which were received in Montreal, of good quality, but in packages of sizes too small or otherwise unsuitable for export, were sold in Montreal.

That action of the Government in this matter steadied the butter market, so that all creamery butter made in Canada at that time—and there was ten times as much of it manufactured as was handled by the Government—was sold for from 3 to 4 cents per pound more than it would have brought, had the demoralization which threatened the market been allowed to prevail.

A further effect of the action of the Government in giving the little, but most efficacious assistance to the creamerymen during last winter, was to give the farmers confidence to prepare for a great extension of winter butter-making during the winter of 1895-96. That has been done, and with the prices at present current it is likely that the farmers will receive most excellent and satisfactory returns.

The action was followed by the inauguration of the cold storage service, in which arrangements were made whereby refrigerator cars for butter were run during the summer on the main lines of railway leading into Montreal. These were used to pick up small lots of butter offered weekly. The shippers of butter by these cars and routes were allowed to ship at the usual "less-than-carload rates," without any charge for the icing or special service. As far as space permitted, merchants were allowed to use these cars for the shipment of dairy and creamery butter between points at which the cars touched.

594. Arrangements were made for the storage of fresh-made creamery butter in the warehouse of the Montreal Cold Storage and Freezing Company, St. Paul Street, Montreal. Provision was made for storing the butter at a temperature of 20 degrees Fahr.

Arrangements were made for the fitting up of insulated and refrigerator chambers on steamships to Bristol, Liverpool and Glasgow. The chambers were constructed so as to thoroughly isolate the butter and prevent it from being heated by any rise of temperature outside the chamber during the voyage. Galvanized iron tanks were filled with ice, to cool the interior of the chamber and to cool the exterior of the packages, as far as they were heated in transit from the cold storage warehouse to the steamships.

The steamship companies issued bills of lading to the shippers of the butter at such freight charges as were current for that week on cheese and butter going by the same route in the ordinary way, without the cold storage accommodation. The Government constructed the isolated chambers on board the steamships and guaranteed the freight charges on the whole space occupied by the chamber. The amount of the earnings from freight charges on butter carried in the compartments was credited on that guarantee.