

given should be forthcoming. If the board of trade goes before the commission with the backing of the Alberta farmers they will have a far stronger case. Mr. Warner said the idea was right and if we can endorse the method adopted the assistance would be forthcoming. Possibly before we discuss the matter any further it would be as well to arrange for a further conference with the railway committee when matters which cannot be made public would be discussed. The chairman reminded the convention that the suggestion had been made that the matter of the high freight rates was retarding development in stopping the natural supply of cars. A delegate pointed out that cheaper freight rates would bring more cars, and a general discussion on the question then ensued. Mr. Speakman taking up the matter of the rates in detail, showing how high lumber prices was retarding building development on the prairies.

#### Switching Charges

Mr. Burnett took up the question of switching charges at Vancouver, showing that in some cases \$7.00 per car was charged as compared with from \$2 to \$3 per car from other points. He, in conjunction with some others interested had sent in a petition to the railway commission pointing out the facts and the injustice of same, and after some three months the commission gave a ruling reducing the charges for switching to \$3. At present the switching charges from the elevator on the south side of False Creek to the wharf is \$13, while the railway company will switch a car which is not placed there for \$3. They now have a petition in for a charge of \$5 per car from the south side of False Creek to the docks. He also showed that the present rate from Calgary to Fort William on grain is 24 cents and 25 cents, while to Vancouver it is 19 cents for export purposes, but for local consumption a rate of 32 cents is charged, and in addition to keeping the prairie shippers from sending their grain to the coast the rate tended to prevent any trade to the interior points. He said he was sure that if a petition was prepared pointing out the facts the railway commission would give the matter every consideration.

Mr. Mackenzie pointed out that the case quoted by the last speaker was entirely different from the matters now under discussion. He asked for redress in a specific case and got it. The case under discussion is a general one and we want to show that rates are higher over this part of the line than over other sections. If we can show by comparison that the rates are so much higher there is no doubt we shall get justice, but we must pull together to do this. Mr. Jas. Ramsey acting Mayor of Vancouver, then addressed the conference, extending the freedom of the city to the delegates, and assuring them of the co-operation of the council in any way possible. Mr. Jas. Speakman then moved and Mr. McMillan seconded. That a joint resolution committee be appointed now, to consist of six members, half to be nominated by the president of the U. F. A. and half by the president of the Vancouver Board of Trade. It was also suggested that the different interests should prepare a case along the lines under discussion and that this should be presented to the railway companies asking for redress.

#### Fresh Meat Trade

The railway question was then dropped, and the second subject, the means of establishing a trade in fresh meat between the two provinces was then taken up. Mr. D. W. Warner first presented the case from the standpoint of the producers, showing that the present market was controlled by three firms. This was an unfortunate result of the otherwise excellent meat inspection act, which practically forbids the export of dressed meat from one province to another without the brand of the government inspection. As it worked out now only the big concerns could have an inspection and some system should be devised which would allow the small man to be placed on an equal footing with these large concerns. He also pointed out the way in which the monopoly could manipulate prices and was putting the cattle and hog raising farmers out of business.

Mr. Jas. Speakman took up the question further showing the need of inspection which was not complained of by the producers, it being considered necessary, but it seemed hardly fair that a Dominion

Act should result in the full benefits being derived by monopolies, at present the act makes it practically impossible for a small dealer to secure the services of an inspector and if we are to get the full benefits of this trade, the producer get a better price and the consumer not have to pay a prohibitive price for his meats. He pointed out the advisability of a system of municipal or provincial abattoirs showing in detail how this could be worked out, and a general discussion then ensued, the wide margin between the producer and consumer being shown in a conclusive manner. Mr. G. W. Smith emphasized the remarks of the previous speakers and confirmed the need of some relief if the farmers are to stay in the meat business. Mr. McMillan said the present market in canned meats had gone up 33 1-3 per cent. in nine months and the manufacturers claim they will go still higher. The question arises as to the need of this and it would be interesting to know that at present it was possible to bring in the Australian canned meats pay a duty of 27 1-2 per cent. and then sell for 25 per cent. less than the Canadian canned meats. Mr. McMillan reviewed the condition of the butter market and stated that some years ago the whole of the British Columbia trade was controlled by the United States, simply because the Canadian firms were unable to produce the quality. He got into touch with Mr. Martin, the dairy commissioner and the result was that the butter market is such that the Canadian firms cannot supply the demand. If the same principle could be applied to the marketing of beef then a solution would be arrived at. The chairman said that some years ago the butter business was in the same condition as is the beef business to-day and then read some extracts from the report of the Transportation committee of the U. F. A. which showed that the irregularities in the live stock trade did exist and suggested government control as a remedy for the unfavorable conditions. On the suggestion of Mr. Tregillus the whole matter was turned over to the resolution committee to bring in a resolution on the subject.

#### Hay Market

The matter of the hay market was then taken up, the discussion being led by Mr. W. H. Ker, of Vancouver. Mr. Ker said that his firm was largely interested in the hay trade and dealt with the matter of quality, weights and inspection. In regard to quality he said that farmers and dealers, in shipping hay from Alberta should be careful to see that nothing but the best timothy hay is shipped and that it is in first class order. Last season nearly every car that arrived contained several bales of damaged hay, which looked

like it had either been damaged in the stack or else got wet while waiting to be loaded in cars. Upon arrival hay of this kind was refused and the consequence was that several dollars demurrage was piled up before a final adjustment was made. There is no need of this providing good quality hay only is loaded at point of shipment. In regard to weights shippers should see that hay is carefully weighed and tagged with a wooden tag before being loaded and that minimum weight is always put in car. There is liable to be a slight shrinkage but nothing to speak of. In regard to inspection, this is a difficult matter as it would mean unloading almost the entire car. Certain dealers at Calgary intend sorting all the hay they receive and only forwarding the best to shipping points, and if this is carried out should do away with some trouble in the future and assist in solving the difficulty.

Another matter was that no shipper should pile up hay waiting for cars, and in no event should stock cars be used. Then again another complaint was that the entire lower row of hay was damaged in some cars on account of the cars not being cleaned out before loading. Mr. Brown, of Vancouver, said that when hay

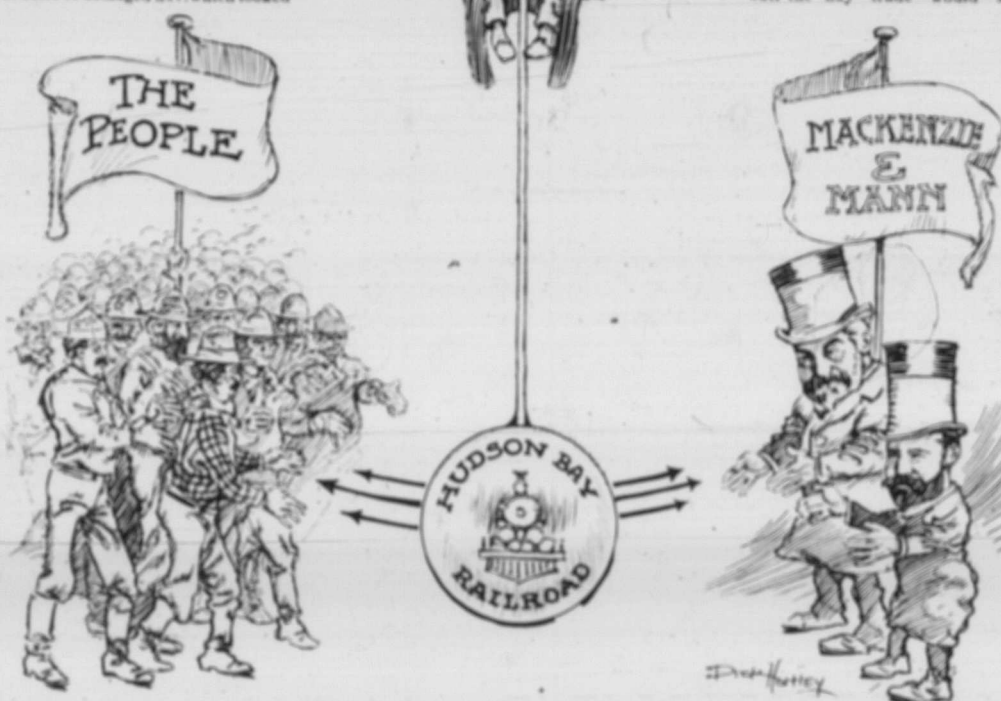
from Alberta was in first class condition it could be sold quicker and at a better price than local grown timothy. More care should be taken in handling hay, a more uniform system of baling should be adopted and also all hay should be tagged. Mr. Brown explained the present troubles of the hay trade and pointed out several solutions to the present difficulties experienced. Mr. Carswell took up the question from the standpoint of the Alberta farmer, showing the troubles they had to encounter, and the need for a uniform system so that the trade could be placed on a more reliable basis.

The resolution committee was then appointed, as follows: J. E. Hall, of the Vancouver Milling Co., Vancouver; W. J. McMillan, wholesale grocer, Vancouver; Captain Worsnop, Canadian Mexican Steamship Co., Vancouver; W. J. Tregillus, Calgary; James Speakman, Penhold; D. W. Warner, Edmonton.

On motion of Messrs. Worsnop and Tregillus the convention then adjourned till 2.30 p.m.

#### To Present Statements

On reconvening Thursday afternoon the delegates again took up the matter of the meat conditions and Mr. H. A. Stone suggested that the U. F. A. prepare a statement of facts in regard to the conditions of the two provinces, and that same be presented to the Vancouver board of trade with a request to push matters on this end. After some further discussion, on motion of Messrs. Harcourt and Long, this matter was laid over till a later hour, when if the convention was not in a position to go ahead with the proposition, the suggestion of the Vancouver board of trade be adopted. The hay question was then taken up together with the need of a system of licensing and bonding of commission merchants, the discussion being led by Mr. E. J. Fream, who briefly reviewed the conditions that had led up to the present agitation. He pointed out that the present inspection and Sale Act provided for the inspection of hay and straw but the grades as called for in this Act would not be suitable for Western Canada, and the machinery was not yet available to place the provisions into effect. For this reason it would be as well to consider the advisability of drafting grades which would be acceptable for Western conditions and then to secure the co-operation and assistance of the local departments of agriculture having these grades included in the inspection and Sale Act. With a proper standard of grades and with the curb stone brokers cut out the hay trade would soon



Which Way will it Swing!