

## Stock Yard Company Comes to Life

Arrangements almost completed to Commence Work on St. Boniface Yards in the Spring. To Spend Quarter Million. An Open Market. Covered Winter Yard to be Provided, and all the best features to be used

At last, when the stock raisers of Western Canada are exasperated, almost to the point of desperation, the news comes that the present unsatisfactory conditions for shipping and marketing live stock are to be remedied somewhat during the coming summer.

On Monday evening, Dec. 27, negotiations were renewed between the city of St. Boniface and the St. Boniface Stockyards Company Limited. These negotiations had been broken off several months before when it was discovered that the C.P.R. by its original agreement with the city of Winnipeg was obliged to maintain in perpetuity its principal stockyards within the limits of that city, under penalty of losing its exemption from taxation on its terminals.

The meeting took place in the St. Boniface council chamber, the representatives of the company being J. A. M. Aikins, K.C., chief C.P.R. solicitor, and A. M. Nanton. It was decided that as soon as the citizens of St. Boniface ratify by ballot the expenditure of \$245,000 for the construction of a sewer to the boundary of the company's property; pave the Dawson road, which leads to the site, and grade Marion Street, that the company would undertake to spend not less than \$250,000 on tracks pens and winter sheds, not including abattoirs. The sewer to be constructed would be seven feet in diameter and one and a half miles long.

It was agreed to undertake the work of constructing the stockyards as soon as the exact location of the company's land is fixed. The tenders will be called for then and the proposed grading of Dawson Road advertised as ordinary local improvements.

The question of guarantee was raised by the council and the representatives of the company agreed to the giving of a lien on the land to be held by a trustee.

A time limit for the commencement was not definitely decided upon. The company asks for twelve months from the completion of the sewer to complete its original outlay of \$250,000, but agrees to start work on spur tracks and pens while the sewer is being built. The company agrees to operate an open market and also agrees to give the city of St. Boniface right-of-way for spur tracks to any abattoir or public slaughter houses that the city may erect and operate.

The knottiest point in the whole discussion was as to exemption from taxation of the railway tracks on the company's property. The aldermen insisted that the tracks would be part of the plant of the company and should be subject to taxation like any other part of the plant. It was finally decided to leave this over with the other matters to be settled at the adjourned conference.

### To Start in the Spring.

It was announced by the company that provided the agreement was signed, work that could be carried on without drainage would be proceeded with early in the spring. It is understood that the stock yards company purposes to lay ten to twenty miles of track and will have motive power to handle all traffic within the yards taking and delivering cars to the various railways at the boundary.

The negotiations have reached the point that practically assures an early start and completion of the stock yards.

Alderman J. Marion, the chairman of the special stock yard committee of the St. Boniface council, stated that the present proposals of the company revealed important modifications as compared with those that were originally considered. The company now only purposes spending a quarter of a million instead of three quarters of a million.

F. W. Peters, assistant to William Whyte, second vice-president of the C.P.R., stated that while the Canadian Pacific Railway company were not financially interested in the stock yards concern they would run their

tracks to the yard, and afford all facilities.

### H. A. Mullins Talks.

"I am in a position to state with absolute certainty that a union stock yard located in St. Boniface will be installed in the very near future," said H. A. Mullins, of H. A. Mullins & Co., live stock dealers and exporters, when interviewed.

"The new yards will be up-to-date in every particular. Conditions at Chicago, Omaha, Toronto and St. Paul have already been well looked into and the best features of each will be combined to give Winnipeg the finest terminal facilities in North America for the handling of an immense live stock trade.

"Of course, as far as the general construction of the pens, etc., is concerned there is little room for change, all yards being primarily the same, but as to the general lay out of the yards, between now and the time to start operations everything possible will be done to ascertain what is best for our needs.

"Probably the one thing which will do most to foster our great cattle industry and make it a year around trade, instead of only during the summer as under present conditions, is a covered winter yard which will be installed. This winter yard will be of sufficient size to put between twenty-five and thirty cars of stock under cover in single pens. The size of the yard complete has not as yet been decided upon, but one thing you can rely upon, it will be sufficient to hold our trade for many years to come.

"I don't know the personnel of the company, but am informed that they are very strong financially and that all the stock is subscribed. The company will be incorporated under the Dominion law.

"The cattle trade of Western Canada is not going to diminish in the future in spite of the fact that there were fewer shipped during the season just past than during some previous years. The decline in numbers was due to the unusually hard winter of 1907 and 1908, but as the shipper received from \$10 to \$15 more per head for his cattle than he ever did before he did not suffer financially.

"The fact that the large ranches are becoming broken up more and more every year will, instead of leading to a diminishing trade tend to increase the shipments. Each shipper will have fewer cattle but there will be a larger total. This has been the case in every district where the ranchers have given way to the small farmer.

### The Best Feature

"That feature of an adequate covered winter yard strikes me as about the best thing in the whole plan. Under the present conditions it is practically impossible to carry on a satisfactory trade during the cold weather. Neither the dealers nor the stock can stand it. When the farmer can ship well fed stock to the market during the winter months and be assured that their treatment here will not lead to a great decline in value he will be encouraged to go into winter feeding operations. The result will be more and better cattle coming to the Winnipeg yards.

"The live stock trade is one of the most important industries of Western Canada and everything possible should be done to foster its growth. If the new company moves along the lines they have laid out and establishes a really adequate system of yards it will be the greatest thing that has ever been done for the live stock industry of the west."

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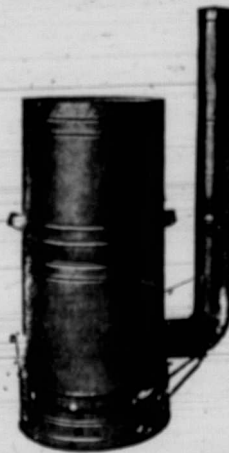
Jones: "Brown is very careful about his children, isn't he?"

Jenkins: "Yes, he's trying to bring them up in the way he should have gone."

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