Winnipeg Board of Trade.

A meeting of the board was held on Thursday afternoon, called mainly to discuss the grain blockade situation Mr. Lane, a delegate of the Stonecutters' union, appeared before the board and asked for an endorsation of the proposals that stone should be used in the construction work at St. Andrew's rapids, instead of cement. was stared that a better lock could be built of stone than concrete, and the stone could be had in the province close at hand, while the cement was imported. A resolution endorsing the profit of the charge will be recommended to the averagement.

and the change will be recommended to the government.

A delegation also prepared with a A delegation also prepared with a delegation also prepared with a delegation also prepared by the sake of to place a snag boat on the Red river at once with the object of clearing the river channel of obstructions so that the river will be ready for the completion of St. Andrew's canal. This proposal was also heartily endorsed.

dorsed.

A long discussion then followed on the car shortage and grain blockade A very lengthy and string resolutions of the car shortage and seconded by A. Macdonald, calling upon the government to remedy the situation. Mr. Bethune spoke briefly in introducing the resolution, saying he would defer considering the matter at length until others had spoken.

at length until others had spoken.

Mr. Whyte, of the C. P. R., said that it was not necessary to say that the railway companies had not been able to transport all the grain that had been offered this year. Some might argue that as a prudent business concern the C. P. R. might be excused from ordering additional rolling stock from ordering additional rolling stock was seen, and until this year's crop was seen, and until 4t was known whether or not additional rolling stock was has year until mas years crop was the common or not additional rolling stock was necessary. But the C. P. R. had not waited. Locomotives had been ordered and many new cars hast spring and earlier, but it was necessary but it was considered and earlier, but it was not not considered and earlier. But it was not not gested with orders. Money would not buy locomotives. As it was the C. P. R. managed to get twenty-seven new locomotives and in addition to this the commotives and in addition to this the from the Grand Trunk railway and Intercolonial railway. They also bought 1,250 new box cars. Mr. Whyte admitted that the inability of prevenied in some cases, farmers meeting their obligations and kept money

Ways admitted that the inability of ways admitted that the inability of prevenied in some cases, farmers meeting their obligations and kept money out of circulation. It was a matter of the deepest regret. The company with every locomotive works in Canada and the United States. There were two million dollars set aside for new rolling stock and this ought to be 1092 would be moved with facility. To prove that the road had not been idle. Mr. Whyte showed a comparing the control of the

posed, until ne neard this resolu-tion, that any discussion of car shor-tage would apply particularly to the C. P. R. At no time was there any shortage of cars on the C. N. R. And he would ask anyone to point out a specific incident where C. N. clars were lacking. The C. N. elevator a specific incident where C. N. cars were lacking. The C. N. elevator capacity was 2,450,000 bushels, and at no time had there been more than 1,000,000 bushels in store. All reference to the Canadian Northern should be struck out of the resolution. He believed, too, that under the circumstances, the C. P. L. had done splendid work. The company

could not buy cars, no matter what could not buy cars, no matter what they paid. American roads have had in the past year [44,000 box cars constructed, yet there was not an im-portant road in the United States to-day that was not from ten to thirty thousand cars short.

Mr. J. H. Ashdown

Mr. J. H. Ashdown said he regretted in some ways the wording of the reso-lution, but he believed that the country must have permanent relief. Advan-tage should be taken of the present situation to urge action for crops to come.

The C. P. R., Mr. Ashdown said, new the number of acres of land un-er cultivation; they knew how many bushels to expect to the acre. The years they had maintained a m ly, and the public had a right act that they would place their ders for rolling stock far enough ahead to keep ahead of the growth of the to keep anead or the growth or the crop. The present crop was about 65,000,000 bushels. Of this 24,000,000, had gone out of the country, 10,000,-000 would be needed for seed and pur-poses of consumption. Two million bushels were in the shape of flour and there were about 11,000,000 bushels in there were about 11,000,000 bushels in the elevators. This left some 18,000,-000 of wheat still in the hands of the farmers, and above all local demands for seed and for flour. The situation cannot be relieved till navigation opens in the spring, and then the farmers will be at work and will not have the time to attend to the marketing of

the crop.
A relief Mr. Ashdown would sugge
A relief Mr. Ashdown would sugge
Abuhle-tracking the C. P. R. l A relief Mr. Asndown wound suggests, was double-tracking the C. P. R. between Fort William and Winnipeg, doubling the elevator capacity at For William and doubling the motive power of the western lines. Then the company would be able to handle the

Mr. Ashdown said there were certain villages in Manitoba that at times, ow villages in manifold that at times, owings to the car shortage, had not a day's fuel ahead, and could not get cars to bring their fuel in. If a storm came on these people would be in a very bad position. Next year there would be a very big influx of new set-

In answer to a question Mr. Ashdown said that he believed if the C. P. R. should haul wheat east of the lakes at the same rate as the mail and lake route took it the situation would be considerably relieved. He believed 250,000 bushels could be taken

Mr. A. Macdonald.

Mr. A. Macdonald said the farmers were losing from 7 to 10 cents a bush-el on every bushel they could not mar-ket. He thought this resolution exket. He thought this resolution ex-pressed the situation fairly. It was not, as some stated, an attack on the C. P. R., but if the resolution hit the C. P. R. it could not be helped. The railways in this country in the last twenty-three years had got from

The railways in this country in the last twenty-three years had got from Dominion 1445,000,000. Some of the Lords and \$145,000,000. Some of the Lords and \$145,000,000. Some of the Lords and \$1870 of this property of the lords and \$1870 of the Lords and At present regist coun of brought from Liverpool cheaper than from Montreal. This did not seem like helping Canada. He thought Indi-viduals should not have to bother with these matters. Tae government should have half a dozen men throughout the west and the provthroughout the west and the province to report on matters of this kind. If a farmer does not unload a car promptly he is charged demurrage. The speaker said he would have it so, that after a farmer had applied for a car and did not get it in reasonable time, he would charge the company a demurrage tax for every week's cleay. Mr. Ashdown had said coming to Manitoba next year. He hoped not.

At this statement there were cries of "pshaw" from all parts of the hall.

Macdonald persisted. Mr. Macdonald persisted. He thought it better to provide for what they had. Mr. McCreary had said Canada for the Canadians. Well, after the railway companies had got all they wanted there wouldn't be much of Canada left. He estimated the loss through car shortage this year to amount to between \$5,000,000 and

ioss through cur shortage this year to amount to between \$5,000,000 and \$7,000,000.

Mr. Eillott thought in view of the Mr. Eillott thought in view of the Mr. Eillott thought in view of the third that the tendency of the C.P. R., was now in Montreal in conjunction with other superintendents making up estimates it would be well to wait questions to would be what had been done and would be in a better position to know exactly what was needed next year. He deprecated Mr. Macdonaid's state-grants would not come next year. Mr. J. P. Galt did not want this resolution of Mr. Bethune put into say that the board was seriously considering it. Mr. Whyte's explanation was reasonable and fair; and although the C.F. R. had started a little well as they could afterwards. This resolution in favor of government explains the state of the same of the cabinet at Ottawa. Would laugh at this resolution if it by any chance reserved them. He suggested that the cabinet at Ottawa would laugh at this resolution if it by any chance reserved them. He suggested that the cabinet at Ottawa. Would laugh at this resolution if it by any chance reserved them. He suggested that the cabinet at Ottawa would laugh at this resolution if it by any chance reserved them. He suggested that the cabinet at Ottawa would laugh at this remains the same properties of six to frame resolutions to be submitted to the board.

Mr. Nanton urged the inadvisability. Mr. Nanton urged the inadvisability and the first properties of the real estate mean and others with big headlines. Mr. Porter moved the adjournment of the meeting.

of the meeting.

Mr. McCreary, M. P.

Mr. McCreary, M. P., said there were more people than ever coming into Canada and they were about as able to judge of conditions and of timess of Canada as Mr. Macdonald. These people were still coming and buying land. He pointed out that the St. Paul papers had the other day a big secure heading in the papers to effect that smallpox was preval in Manitoba. Anything to hurt Can-ished in the American

in Manitoba. Anything to hurt Can-ada was published in the American papers to discourage immigration. Mr. McCreary termed the resolution subnitted a wild cat one, a resolution that would do far more harm than

Mr. McCreary said that although it Mr. McCreary said that although it was not generally known the commit-tee on resolutions of the recent Lib-eral convention had discussed this question of car shortage. Hon. Mr. Sifton was present and his answer Sifton was present and his answer as to what the government were prepared to do had satisfied them and there were sixty-four present, men who were farmers and tradesmen and who were affected as much as any-

who were affected as much as anyone by the car shortage.

As to this resolution, Mr. McCreary said he knew it was coming in Lisgar. He too, too, was coming in Lisgar. He that this resolution was introduced to furnish campaign literature for a certain individual in Lisgar. This resolution, which an attempt was being made to railroad through, was not the protout of the protout of a beard of business men.

nen.

Mr. Bethune denied that this resotion was meant to affect the Lisgar
ection in any way.

It was finally moved and unaninously carried that a committee conmousing carried that a committee con-sisting of Messrs. Brock, Crowe Drewry, Bethune, Georgeson and Ashdown be appointed to consider what resolutions were to be placed before the meeting. It was agreed that the meeting would be held this afternoon.

The Dominion government seems determined to enforce the fruit inspection act which it passed some time ago for the purpose of preventing fraud in the packing of Canadian fruit, especially apples. Several convictions have recently been obtained in the case of shipments intended for export to England.

Hardware Trade Difficulties.

New York, Jan. 8.—The procondition of the hardware tradition of the hardware tradition of affairs. The demand in almost lines has scarcely ever been exceed the mills are two months or more the mills are two months or hind orders, and general in-is the result. The complain-is the result. The complain-terme difficulty in getting is the factories is bitter and there is no prospect of ment in the near future cipal cause of the unsatisfia ditions seem to be inabili-ralized to move the go-ralized freight men plead s-cars and declare themselves railroad freight men plead; cars and declare themselve-to rer dy the evil. It is, sible, they say, to crowd-work into a week, as it is season's crop of wheat in Another trouble is that ra-is scarce, all varieties of; in the greatest demand.

Freight Rates Reduced.

Toronto, Jan. 8.—Shippers to Manitoba were yesterday presented with a New Year's gift by the Canadian P. cific in the shape of a reduction is rates from the east to Manifoba Northwest points as outlined in a cular received at the district from fices at the Union station. The ture of these reductions can be by a comparison of the old with new rates from Toronto to Fort

by a comparison of the east with the liam and Winnipeg as follows.

Toronto to Fort William, old rights class, 31.5; second, 31.5; the seed, 81.5; the seed, 82.5; third, 86.5; first, 57.5; swith, 62.5; third, 66.5; fourth, 45.5; swith, 58.5; third, 15.5; third, 15.5; third, 15.5; third, 15.5; third, 15.5; third, 15.5; third, 15.2; fourth, 57.6; when the seed of th

It's Morgan's.

I came to a mill by the river side.

A half mile long and nearly as wide.

A half mile long and nearly as wide.

With a forest of stacks and on army of men.

Tolling at furnace and shovel and pen.

What a most magnificent plant: I cred

And a man with a smudge on his as

"It's Morgan's

I entered a train and rode all day On a regal coach and a right of way Which reached out its arms all over the

land
In a system too large to understand
"A splendld property, this!" I cried
And a man with a plate on his hat resis
It's Morgan's

I salled on a great ship, trim and true. From pennon to keel and cubin to re And the ship was one of a mouster fa Afrat class navy could scarce compete "What a beautiful craft she is 'I ris And a man with akimbo legs replied and a man with akimbo logar ("It's Morgan").

I dwelt in a nation filed with pride, Her people were many, her lands we wide; Her record in war and science and sit "Proved greatness of muscle and mind of heart. meart,
What a grand old country it is:" I crist
and a man with his chest in the air splied,

" It's Morgan's

went to heaven. The jasper walls wered high and wide, and the Towered high and wine, and halls
Shone bright beyond. But a strange to Was over the gate, viz.: "Private mak
"Why, what is the meaning of this" I cried.

And a saint with a livery on replied.

"It's Morgan"

I went to the only place left. "I'll ub A chance in the boat on the bringer lake, or lake, and the late of the lat

During the week ending December 21, the mines in the vicinity of 8st don shipped in all 487 tons of ore 1 smelter. More than one-half of the quantity came from the Slocan 8st quantity came from the Slor

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