

SEMI-WEEKLY EDITION

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NUMBER 15.

WESTERN STOCK TRADE WASTEFULLY NEGLECTED

Western Director General Severe Criticism Unbusiness-Like Manager in Which the Western Shippers Conduct Export Trade.

Ottawa, Nov. 21.—The annual report of Dr. J. G. Rutherford, veterinary director general and live stock commissioner, just out, contains a severe criticism of the manner in which the western live stock export trade is conducted. He says: "Export trade in western range cattle, as hitherto carried on, has been essentially wasteful, unbusiness-like and unprofitable to the producer."

"Cattle wild, excited and soft of the grass are driven to the railway, held some times for days on poor pasture waiting for cars and finally, after more or less unavoidably rough handling, are forced on board. Once in the cars they are not infrequently run through to Winnipeg without being unloaded for feed or water. It is 840 miles from Calgary to Winnipeg and as many shipments originate beyond the first named point, it may be readily seen what this means, even when the run is a good one."

"Some feed at Moose Jaw, 410 miles west of Winnipeg, but calves claim that it is alike more humane and more profitable to run through as the cattle being still wild, excited and unaccustomed to handling, not only refuse both feed and water, but suffer much more in unloading and reloading than they do when left in the cars. On arrival at Winnipeg they are always unloaded, fed and watered, being by this time, hungry, thirsty and fairly quiet from exhaustion."

"After being rested, they are inspected, culled and reloaded, the next stop being as a rule at White River, 73 miles further east, where they are again fed and watered, and after another stage of 755 miles arrive at Montreal. Here, for most of them, the journey ends, although when navigation is not closed at this end, it extends to Portland, Boston or St. John, New Brunswick, as the case may be very rarely Halifax."

"All Montreal shippers are unbusiness-like and wasteful, and are carefully inspected by veterinary officers of this department, whether they are to be shipped by water from here or from some other port. If the latter, they are on arrival rested and again inspected before going on board a steamer."

"While facilities for loading cattle on the ship at St. John are excellent, those at Montreal are not of the best, and this necessitates the use of men that require handling that would otherwise be needless."

"Dr. Rutherford expresses the view that a well organized and equipped service should be shipped for export, in a country like Western Canada which, year after year, is full of all kinds of material for winter feeding, there is no excuse for sending forward for immediate export, animals which, owing to their lack of domestication and the nature of their feeding, cannot under ordinary circumstances reach their destination on the British market without a woeful depreciation in both quantity and quality of flesh."

"U. S. Shippers Have Learned Lesson. "Our friends in the United States, long ago realized that the shipping to Europe, live steers direct from the range. Their range cattle are brought to the middle west, where, if this has not been earlier done, fed for at least six days on a ration comprising a liberal allowance of grain, then to market generally in Chicago, and are carefully inspected and culled. Those deemed fit for export are then taken to the seaboard by fast trains and in cars especially fitted for feeding and watering en route. They are loaded on these cars under careful supervision, no overcrowding or rough handling being permitted. The men in charge are almost invariably regular salaried employees of the shipping firms, and the same is true of the freeman on the ships and of those working under them."

"Tuberculosis in Cattle. Reference is made to the prevalence of tuberculosis in Canadian herds. The report says: "The position of Canada in this matter is no worse and, in fact, is somewhat better than that of many countries, which have had to resort to solve the problem, inasmuch as of the many attempts at legislation which have been made in different countries, the majority have utterly failed of the object, while in the others, the benefits derived, have been less of a practical nature. The disease exists to a greater or less extent among the cattle of Canada, particularly among those kept under highly artificial conditions and the returns of the most inspection division also indicate its prevalence among swine, especially in districts where these animals are closely associated with cattle or fed on the by-product of the dairy."

"If, however, the cattle of the country were once free from the disease our swine would immediately share in the immunity, as in them it is almost invariably of bovine origin. The report notes that the prevalence of mange in horses has been greatly diminished and there is every reason to believe that in the near future it will be entirely eradicated."

Edmonton to be Headquarters of New Western Division of the Canadian Northern Railway.

Winnipeg, Nov. 21.—The growth of trunk and branch lines of the Canadian Northern railway has been so rapid during the past few years that announcement was made this morning to the effect that the company has found it necessary to divide up the western division, including the company's lines west of Port Arthur, and which hitherto has had headquarters at Winnipeg, into central and western divisions, the former with headquarters at Winnipeg and the latter at Edmonton.

In this connection, an announcement of the principal being as follows: J. R. Cameron, present general superintendent, becomes assistant general manager, with jurisdiction over all lines. A. Wilcox, assistant general superintendent, becomes general superintendent of the western division with headquarters at Edmonton. A. E. Warren, superintendent at Winnipeg, is appointed general superintendent of the central division at Winnipeg. M. B. Murphy succeeds Mr. Warren as superintendent at Winnipeg.

FORCED BORDEN INTO THE OPEN ON THE NAVAL POLICY

Ottawa, Nov. 21.—Sir Wilfrid's amendment to the address in reply to the speech from the throne calls attention to the fact that the inclusion of the Nationalists in the Borden Government is a flagrant violation of constitutional precedent, unless either the Imperialists or the Nationalists have sacrificed their principles.

Premier Borden and Hon. Mr. Foster refused the demand for a declaration of the Government on the naval policy. Mr. Borden said there was no difference of opinion between Mr. Monk and himself, while Foster claimed the right to delay any declaration on the naval policy.

The Liberals in the debate declared against a referendum and directed their efforts to compel a declaration of policy by the Government. Under pressure by E. M. Macdonald, Hon. Mr. Monk, minister of public works, and the Nationalist leader, promised a statement.

Ottawa, Nov. 21.—The debate on the address was continued in the evening and the Government before adjournment an important speech from Hon. J. D. Hazen, Minister of the Department of the Naval Service regarding the naval policy of the Government.

Mr. Hazen said that the late Government on May 1, 1911, had received nine tenders for the construction of four cruisers and six destroyers and during the five months up to the time of the election no action in regard to these tenders had been taken.

His explanation of this inactivity was that under the conditions of the tender, the ships could not be completed for six years by which time they would be obsolete and utterly unfit for the purpose for which they were designed. He said the lowest tenders, that of Campbell, Laird and Company, amounted to \$11,250,000. The tender of Swan, Hunter and Co., amounted to \$13,174,000, another tender was as high as \$15,056,314 and these figures did not include armour plating, armament and certain special supplies.

Mr. Hazen went on to say that under the circumstances, he would not recommend to his colleagues the acceptance of any of these tenders. He intimated that the whole question would be taken up with the British admiralty with the result that the Government would be able to bring down a policy which would prove to be in the interests of Canada and of the empire as well.

Several of the Liberal speakers expressed the belief that reciprocity was not dead, while the Conservatives were equally certain that it would not be an issue again. The debate will go on tomorrow, when it is expected that Hon. F. D. Monk will speak.

Hugh Guthrie (South Wellington), who followed Premier Borden on Monday night, said that it was evident that the Prime Minister had not been a free agent in the selection of the members of his cabinet. While some of the members of the cabinet were doubtless of the British Empire, others were not. Some had been placed there by political highwaymen, while Mr. White, the minister of finance, was the choice of the trusts and the mercer politicians. He sat in the House as the Representative of the mergers and corporations.

Speaker Sproule exercised his authority for the first time and called Mr. Guthrie to order. The expression was withdrawn.

Mr. Guthrie objected to the inclusion of three Nationalist ministers in the cabinet on the ground that the Nationalist propaganda is not loyal. He believed that in the end the Liberals and Conservatives would have to join hands to foot them out in the interests of the Dominion and the Empire at large.

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NATIONALISTS AT HELM IN AFFAIRS OF NAVY

Borden Government's Decision to Abandon Laurier's Policy Shows Unmistakably the Hand of Bourassa's and Monk's Anti-British Following

Ottawa, Nov. 22.—That the Nationalists are in command of the Borden Government in naval affairs is concerned, was made evident last night by the statement of the minister of marine, Hon. J. D. Hazen, that the Government would not award the contracts for the four cruisers and six destroyers for which tenders had been received by the late Government from responsible British firms.

The lowest tender for construction was eleven millions, and this, the minister said would only build and would not outfit the fleet. In defence of the action of the Government the minister made the remarkable statement that the late Government would have been obliged to purchase the vessels from the British Government. He did not explain how he knew this or how, if this was the case, it was to be avoided.

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GENTLEMEN VISITING CANADA

THE ORIGINAL ONLY AND GENUINE

BEWARE OF IMITATIONS SOLD ON THE MERIT OF MINARDS LINIMENT

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