

Elevator Bill Passed

The elevator bill introduced into the Manitoba legislature was read a third time and passed last week. Amendments by the opposition, suggesting changes in clauses that had proven obnoxious to the Grain Growers' Association executive, and by George Steele, asking for a six months' hoist, were defeated, and the government bill was placed on the statutes of Manitoba.

Roads Association at Work

The Manitoba Good Roads Association is fully fledged. At the postponed annual meeting held last Wednesday in Winnipeg, over a score of delegates from municipalities surrounding the city elected officers, passed the draft constitution with a few amendments, and appointed a committee to arrange details for competitions made possible by donations of \$100 each from Wm. Harvey, of Winnipeg, and THE FARMER'S ADVOCATE. The enthusiasm displayed at this meeting, coupled with the recent appointment of a provincial highways commissioner, indicates that at last some organized effort is to be made to establish and maintain a system of satisfactory roads in Manitoba.

The officers elected are: President, S. R. Henderson, Louise Bridge, reeve of Kildonan; vice-president, R. D. Waugh, Winnipeg, secretary-treasurer, G. F. Bentley, City Hall, Winnipeg, Deputy Minister of Public Works Dancer and Highway Commissioner McGillivray were elected honorary members, and invited to attend all meetings and act in an advisory capacity.

Ten municipalities already have signified their willingness to pay at least the minimum membership fee of \$20 and assist in the good work. The sum of \$200 is now available for competitions. In addition to the \$100 donated some time ago by THE FARMER'S ADVOCATE for a split-log drag competition, Wm. Harvey, of Winnipeg, also has made a similar contribution, to be used as the association sees fit in connection with the good roads movement.

Referring to the split-log drag—which was fully described in THE FARMER'S ADVOCATE of January 19—Captain Smith, reeve of St. Paul's, said it was the finest implement in the world for keeping mud roads in shape. With one team the work done was much better than that done by what was commonly known as the triangle on which two teams were used. Councillor Major, of St. Vital, also said it was the best road implement in use.

H. O. Ayearst thought it was wise to confine the competition to roads on which gravel had not been placed, and he suggested that a committee be named to formulate rules and lay plans for competitions to be held this season. The result was the appointment of the following committee to meet at the City Hall, Winnipeg, at 2 p. m., March 23: Reeve Chapman, of Assiniboia; Reeve Haddow, of Rosser; Reeve McKinley, of Springfield; Reeve Smith, of St. Paul's; Reeve Dumas, of St. Vital; Councillor Fortier, of Kildonan, and Councillor Larter, of St. Andrew's.

Must Have Improved Stock Yards

Representatives of the Live Stock Associations, the Grain Growers' Association and the Live Stock Shippers' Association of Manitoba, left no doubt as to the advisability of a change in the management of the stock yards at Winnipeg, and improved transportation facilities throughout the Canadian West, if the live stock industry is to prosper. J. G. Barron, of Carberry; Stephen Benson, of Neepawa; Geo. Allison, of Burnbank; Jas. Shanks, of Pettapiece; Walter James, of Rosser; A. J. McKay, of Macdonald; R. L. Lang, of Oak Lake; Peter Wright, of Myrtle; R. C. Henders, of Culross; F. W. Kerr, of Souris, and J. S. Wood, of Oakville, met in the office of Dr. A. W. Bell, secretary of the Live Stock Associations, on Thursday last, to discuss the details of stock-yards and abattoir changes. J. B. Baird, representing the Shippers' Association, and Geo. Steele, representing the Manitoba government, also were present. Mayor Bleau, of St. Boniface, gave some facts as to the relationship that existed between that city and the joint stock company that some time ago proposed to establish modern union stock-yards.

All were agreed that under existing conditions it was impossible for the live stock industry to thrive. The usual quota of particulars dealing with lack of competition in buying at certain points, of slow time on trains, of side-tracking in the C. P. R. yards, of lack of feed and water at Winnipeg and other points, and of severe treatment of outsiders who attempted to deal at Winnipeg, were forthcoming. The drift of the evidence was to show that at present matters were in the hands of a monopoly, whose methods in buying, handling and selling to retailers, as well as their control over a certain portion of the retail shops, resulted in comparatively low prices to the producer and high prices from the consumer.

J. G. Barron was in the chair, and felt that trade had been held up by the companies now in operation in Winnipeg and in other parts of Western Canada. S. Benson referred to the chilled meat proposals now under consideration in Alberta, whereby there would be a central plant at Winnipeg and subsidiary killing and chilling stations at suitable centres throughout the West. This, it was pointed out, would have to be worked in connection with meat export trade.

Under present conditions he questioned the wisdom of going into the chilled meat trade. The chief difficulty he had noticed was that cattle sent in were bought regardless of quality, with little or no premium placed on well-finished animals. There was no incentive to put prime stock on Winnipeg markets. What was wanted was a public market where competition would be possible and where finished animals would be bought at reasonable prices, thus encouraging farmers to go into stock raising.

That the shippers had waged an uphill fight, was the story from J. B. Baird. Everything possible had been done to secure better facilities for shipping. If the railway companies did not soon make the necessary changes he felt certain the railway commission would take steps to see that the wishes of the shippers were met. With better yardage there would be an improved market. The interests of producers must be safeguarded. Under present conditions a shipper comes to Winnipeg with fairly good stock, for which he paid a fair price, but he is obliged for one reason or other to sell at a loss. The result is he has to buy closer next time to clear himself.

Discussing the possibility of having stock-yards in St. Boniface, Mayor Bleau said there had been little doing for a couple of months. He considered that union stock-yards, with a public abattoir in connection, would help the consumer and also be a boon to the country. However, the three Western provinces, as well as the Dominion government, should aid in such a big undertaking. The joint stock company formed some time ago, did not seem to know what they wanted. All St. Boniface wanted was a public market and a guarantee of certain buildings. They had offered to spend \$250,000 in drainage and streets, but everytime the representatives of the company approached the city council they had a new clause added to the agreement. At present there was a hitch somewhere and the city was in the dark.

R. C. Henders said there might be some truth in the lack of quality of stock sent in but it was certain that the organization in Winnipeg practically controlled both buying and retailing. Properly managed yards would ensure competition. Several others referred to the need of suitable yards under municipal control and some urged a public abattoir.

George Steele outlined the bill passed by the Manitoba legislature, offering a bonus of \$50,000 to Winnipeg or St. Boniface, provided steps were taken to establish stock-yards and abattoir, and suggesting a commission to see that the interests of producers and consumers were safeguarded. He wanted this committee appointed at once to investigate the cause of delay between the company and St. Boniface and to arrange for remedial steps being taken at as early date as possible. He considered there should be an abattoir where any person could have animals killed at a fair charge when wanted.

Mr. Benson referred to loss in weight in shipping from the West to Toronto and stated that Dr. J. G. Rutherford had said it averaged 25 pounds per head on stable-fed animals, and more on grass-fed. Mr. Baird said that the gain in weight over Winnipeg weight when empty was sufficient to pay freight. Invariably the Toronto weight when fed and watered was above that at Winnipeg as animals are bought under present conditions.

Dr. Bell—Will the price not be lowered if animals are fed and watered in our yards?

Answer—Yes, but we have extra losses from hogs dying in the heat when without feed or water, and besides our animals are lowered in grade.

BEFORE BOARD OF CONTROL

On Friday morning this deputation met the Winnipeg board of control to lay the case before them and to ascertain what the city would be willing to do to remedy matters. Mr. Benson outlined conditions as they exist and gave the previous day's quotations for hogs as follows: Winnipeg, 9 cents; Toronto, 10 cents; Montreal, 10½ cents, and Chicago, 10½ cents. It was further pointed out that pork was being brought into Winnipeg from across the line. It was urged that Winnipeg needed public stock-yards and abattoir to overcome this condition.

Mr. Barron pointed out that well-arranged yards and sheds would be of benefit to the city because of producers coming to sell and commission men coming to buy. Thousands of farmers would go in for stock raising, if they could see a reasonable profit.

Question—What is the object in having a public abattoir?

Answer—So that when a man brings in stock he can have it killed for sale to local butchers, if buyers will not give him a reasonable price for it.

Mayor Evans said he appreciated the situation, and he promised support for reasonable remedial measures. He suggested that the offer of the government to appoint a commission be taken advantage of, and offered to send a representative of the board of control along with representatives of the stock interests to lay the matter before the government. The question must be approached carefully. Temporary relief could be secured by adjustment of present conditions, and that should lead to permanent relief that would necessarily take time.

In the afternoon the deputation met the St. Boniface Council. Mayor Bleau went into the business relationships of the Union Stock Yards Company and the city, and assured the deputation that the city was not responsible for the delay. When

negotiations were opened, the company spoke of spending a million dollars if the city would spend \$200,000. Since then it developed that the company would lay out about \$300,000, while the city was called upon for an expenditure of \$600,000. Aldermen Waller and Marion joined in assuring the stockmen that the city was anxious to do anything reasonable to improve stock marketing conditions, and thought an early understanding would be arrived at.

THE GOVERNMENT APPROACHED

Developments during two days were highly encouraging to the stockmen. However, in order to hasten a solution of the difficulties found to exist, it was agreed by the deputation that the government should be approached at once. Arrangements were therefore made to talk matters over with the cabinet in the evening. Mr. Benson outlined to Acting-Premier Rogers and Hon. J. H. Howden what had been done by the delegation representing the stock interests, and asked that the government appoint a commission without delay to see that in the establishment of a public market and abattoir the interests of the public were protected, and that no monopoly were allowed to exist.

Mr. Rogers promised to have the commission appointed within a week. A special effort would be made to get competent men who would be willing to act. This commission would be backed by the government in attempts to settle matters of difference that tended to delay the establishment of yards and abattoir.

Live Stock Men Meet

Meetings of the Live Stock Associations of Manitoba were held the middle of last week, those present being J. G. Barron, I. Beattie, J. Wishart, J. G. Washington, J. Scharff, S. Benson, Jas. Shanks, Geo. Allison, R. Jackson, R. L. Lang, A. J. Mackay and W. James.

The Cattle Breeders' Association decided to hold a cattle sale on June 1st, at Brandon, entries for this sale to close April 23rd. A committee consisting of Messrs. Barron, Benson and Allison, was appointed to look after the interests of the sale.

It was suggested that the ages of all beef animals for the exhibitions of the West be changed to July 1st and September 1st.

The sheep and swine breeders discussed at great length the question of having a number of sheep brought into the province with government assistance, and no doubt if this idea is carried out there will be three auction sales of pure-bred and grade sheep held in the province next fall. This is a matter that has been dealt with in some of the other provinces with a great deal of success, and to increase the breeding of sheep the association thought this would be a most practical way.

It was also suggested that the Dominion department be asked to try some experiments with feeding at the experimental farm at Brandon.

The swine breeders, after considerable discussion decided that in the interests of the bacon hog industry it was not advisable to increase the weight of hogs entered at winter fairs. It was considered that 175 to 220 pounds is heavy enough.

The Horse Breeders' Association, after thoroughly discussing the subject, decided it was in the interests of the industry to have the owners of non-enrolled stallions prosecuted, and this will be done this year.

Several suggestions were made to the various prize lists of the province, one of the principal ones being to the Winnipeg Association, to provide classes for Canadian-bred Clydesdales.

All the associations nominated judges for the various fairs, to be submitted to the boards concerned.

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Seeding was reported from several points in the Northwest, on March 16th. According to old timers this is the earliest seeding in 25 years.

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The Manitoba legislature was prorogued March 17th. One hundred and twenty-one bills were passed during the session.

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In the event of the American government deciding that Canada, under the interpretation of the last United States tariff, is discriminating against American goods in the matter of import duties, a tariff war will be on between the two countries. It is not known yet what action will be taken by the United States government, but unless something is done before March 31st, Canadian goods entering the United States will be subject to the maximum charges of the latest American tariff, and American goods entering Canada will be charged the surtax of 33½ per cent.

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According to the commissioner of immigration at Winnipeg, demand for farm labor in the West is greater this season than ever before. The figures furnished by the commissioner show the following labor requirements for the three provinces as per requests to hand and unfilled: Experienced men—Manitoba 2,458; Saskatchewan 1,819; Alberta 1,407; total 5,684. Inexperienced men—Manitoba 1,042; Saskatchewan 421; Alberta, 458; total 1,921. Married couples—For Manitoba 262; for Saskatchewan 419; for Alberta 270; total 941. Boys wanted 22. Grand total 8,578.