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WINNIPEG CANADA

WHEN WRITING TO ADVERTISERS PLEASE MENTION THE GUIDE

the pork packing committee and a director of both the U.F.A. and the Elevator Company. In reply to a question, Mr. Carswell said that the profit of \$2,521.69, which the business had shown, went into the treasury of the Alberta Farmers' Co-operative Elevator Company.

The directors recommended, as an addition to Mr. Carswell's report, that the handling of livestock be continued along the same lines and under the same management as during the past year, until such conditions exist as will warrant the erection of a pork packing plant.

Some confusion arose thru several delegates endeavoring to speak at once on this question, and the chairman, D. W. Warner, was called upon to decide a number of points of order, but eventually the report, as printed elsewhere, was adopted by a considerable majority and the recommendation of the directors was laid on the table with the understanding that it would be discussed when a resolution dealing with the whole question of livestock and the pork packing plant was reached.

The question of establishing a government pork packing plant came in for considerable discussion on Thursday afternoon when the following resolution from Fairgrove Union came before the convention:

"We respectfully request that a pork packing plant be now built and operated under the government's offer, the supply of pigs required for same by the government being now in the possession of the farmers."

W. F. Stevens, livestock commissioner for the Province, was present and by request outlined the plan for the establishment of the plant which had been arranged between the U.F.A. and the Government several years ago. Mr. Stevens said that when the price of hogs dropped below six cents he received many letters in favor of the co-operative plant, but when the price went higher he heard nothing on the question. Mr. Stevens pointed out that the stumbling block in the way of getting 50,000 hogs subscribed was the penalty clause which provided for a fine of \$2.00 for every time a farmer sent his hogs to any other plant. The Danish co-operative plants all had the penalty clause and enforced it. In Ontario the co-operative plants had no penalty clause and every one went broke. It was of no use to build a co-operative plant and then send the hogs to the big competitors. Such action would only ruin the farmers co-operative company. As to whether another canvas be made for hogs, Mr. Stevens said that was a matter for the U.F.A. to decide upon. If the board of directors took up the matter with the government he had no doubt but that another canvas would be made. J. C. Boyle of Calgary, introduced a plan in favor of a private pork packing plant, but his scheme was given no consideration. The delegates were determined to have a co-operative plant.

After some further discussion the resolution was referred to the executive to act upon before the next convention.

Market and Transportation

Continued from Page 11

berta and British Columbia, affecting general merchandise, grain, lumber, coal, cement, sugar, etc.; the work has been worth doing. There is no time to go into details in regard to these reduced freight tariffs; they spread over some ninety pages in the judgment; the following quotation taken from page 147, will give a good illustration: "The Canadian Pacific has a special mileage tariff on grain and grain products applying locally between stations on the Crow's Nest Line in British Columbia, also to these stations from the company's shipping points in prairie territories.

"Application was made to the board by the United Farmers of Alberta, complaining of the rates. There would seem to be no good reason why one rate should apply to the Crow's Nest Line and another to other British Columbia territory. No good reason certainly was advanced during the hearing and I am of the opinion that special mileage rates should apply to and within British Columbia generally and that the whole scale should be reduced in the same ratio as that ordered on the prairies."

Then follow new mileage rates worked out by the Chief Traffic Officer in harmony with this decision on grain and grain products, in carload lots, reducing the mileage for example for 100 miles, from 17½ cents to 13 cents per 100 lbs.; for 500 miles, from 38 cents to 30 cents; for

1,000 miles, from 55 cents to 43 cents; for 1,500 miles, from 72 cents to 57½ cents.

In our presentation of railway questions in Ottawa in 1910, we requested that a true physical valuation of railways should be made, so that railway rates should not rest on dividends paid on watered stock. We have made no progress along this line as yet, but recommend that our efforts in this direction should be continued.

Chilled Meat Export Scheme

We have had correspondence with the secretary of our National Council with a view of pushing on what we used to call our Chilled Meat Export Scheme. We find much more interest in this scheme in Saskatchewan and Manitoba now than in former years, and as Ontario farmers are now organized as the United Farmers of Ontario, we think it a good time earnestly to promote this scheme in the four provinces. In the Western Provinces there has been a great increase in mixed farming and in the production of cattle and hogs, and if we don't place our export trade on a sound basis by shipping our chilled meat and cured pork, we shall soon meet with difficulties again in finding markets for our cattle and hogs. We have, during the last years, worked chiefly to put the grain trade on a reasonable basis; it is time now to do the same thing for the livestock trade. Both Liberal and Conservative Governments have promised to help us in this matter. In Edmonton and Calgary there were prospects of municipal stockyards and abattoirs; in Saskatchewan the Provincial Government seemed favorable to organize along these lines; in Winnipeg there are splendid union stockyards and there seems to be an opening for farmers' co-operative abattoirs; Toronto has municipal abattoirs. If we could get all these provincial institutions well going, and connected by a Dominion system of refrigerator cars and steamers, we should have a system of beef, mutton and pork export, which would enable us to compete with the world, and would give an immense impetus to stock raising all over Canada. We have been disappointed in Calgary and Edmonton lately by the shelving of the municipal stockyards proposition; it was natural in the face of the financial condition created by the war. But we hope, in Calgary at any rate, to see this proposition revived again; the war with many of its consequences will pass away, and we think your directors should make this Chilled and Cured Meat Export Scheme one of the chief things to work at this year, both in the province and by means of our National Council throughout Canada.

The report was unanimously adopted.

C. P. R. TAX EXEMPTION

A resolution in favor of asking the Dominion Government to pay the municipal and school taxes of C. P. R. lands in order to allow schools to be maintained and public improvements to be made was brought before the Edmonton convention by H. Sorensen, of Strathmore. Mr. Sorensen said that in 1913, out of five schools he knew in the irrigation district, four were closed and the children went uneducated because of the C. P. R. exemption. When the Dominion government, in order to secure a transcontinental railway, gave a land grant and tax exemption it was not just to make that a burden upon the school district and municipalities in the West. For one year the C. P. R. made a loan, but they would not continue it. A delegate outside the irrigation area said the odd sections in his district were owned by the C. P. R., and thru not being able to collect taxes on those lands, the school could only be open for four months instead of eight or nine. The resolution was carried unanimously.

When James A. Garfield was president of Hiram College, a man brought for entrance as a student his son, for whom he wished a shorter course than the regular one.

"The boy can never take all that in," said the father. "He wants to get thru quicker. Can you arrange it for him?"

"Oh, yes," said Mr. Garfield. "He can take a short course; it all depends on what you want to make of him. When God wants to make an oak He takes a hundred years, but He takes only two months to make a squash."

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The Manitoba Agricultural College

announces a Short Course in Steam Traction Engineering to be given at the College from March 10 to April 2, 1915.

Write for descriptive circular, President, Manitoba Agricultural College, Winnipeg

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