

Live Stock Commission Made Discoveries

Three Commissioners Appointed by the Manitoba Government are Digging Deep into the Problems of the Live Stock Industry. Disagreement among the Railway Companies is holding up the Union Stockyards Proposition. Lively tilt by Representatives of the Three Roads. The Mayor of Winnipeg Proposes a Scheme for Temporary Relief. St. Boniface City Council willing to Undertake the Erection of a Public Abattoir and Cold Storage Plant if Provincial Government Guarantees Interest on Investment.

The live stock commission, composed of Stephen Benson, R. A. C. Manning and A. M. Campbell, which was recently appointed by the Manitoba government, has got right down to work in an endeavor to find a solution of conditions which are killing the live stock industry in Western Canada. Mr. Manning, who is a Winnipeg lawyer, was selected as chairman of the commission. On Wednesday last, March 30, the commission spent a very busy day. In the morning they held a conference with the board of control of the city of Winnipeg. In the afternoon they met the St. Boniface city council and in the evening they met with representatives of all the railroads running into Winnipeg. As an outcome of the day's work, the commission was successful in unravelling some of the tangle in connection with the Union Stock Yards Company, the development of which has hung fire for many months. The meeting with the railway men disclosed some of the reasons for delaying the work.

F. W. Peters represented the C.P.R. at the conference, D'Arcy Tate the G.T.P., and O. H. Clark the C.N.R. In a nutshell, it was found that the railways had disagreed over the matter of management. Mr. Peters, for the C.P.R., contended that, as this road handles 90 per cent. of the live stock, it should have a greater share in the management than the other two railroads. His fear seemed to be that unless the C.P.R. were assured a controlling voice in the management, a combination of other interests might prejudice the company's through live stock traffic. He was most emphatic that the C.P.R. did not wish for any preferential advantage. Both Mr. Clark, of the C.N.R., and Mr. Tate, of the G.T.P., protested the same for their companies. The roads promised to consider any plans which may be laid before them.

Chairman Manning, in opening the meeting, said the live stock commission considered it its duty to take up the question of public stock yards along with that of a public abattoir. The one was complementary to the other. The other abattoir project must have the sympathy and support of the railway companies.

Mr. Peters said that if the other railways could come into the C.P.R. yards ample room could be found for many years. At the same time, the district around the present yards was being rapidly built upon and there was a difficulty with regard to water and sewerage. The most suitable location for the three railways concerned would probably be St. Boniface, where the three lines met in close proximity.

Suitable land for the purpose had been acquired, but there were difficulties in the way of establishing the desired union yards. There were first of all the difficulties with the St. Boniface council. The Union Stock Yards Company, which had been chartered had not asked St. Boniface for any exemption from taxation and had, in fact, only asked for drainage and sewerage, which would not be entirely for the benefit of the yards. The company had also asked, it was true, for certain streets to be opened in order to give parking houses, and other establishments which would be attracted, access to the yards. He didn't know exactly why an agreement had not finally been reached. It now looked as if another year would go by before any steps were taken. Then there were difficulties between the railway companies, which need not be gone into there. It seemed as if the C.P.R. would have to enlarge its present yards, which it could do in 60 days, in line with the government's scheme of a municipal or provincial system of yards and abattoir. The C.P.R. did not care who operated the yards.

Present Yards Inadequate

In answer to the chairman, Mr. Peters said that the C.P.R. would be willing to

enter into any scheme for union yards within the city limits: if outside the city limits it would depend on the location. At the same time the C.P.R. would not be willing to sacrifice everything for the benefit of its competitors. His company knew perfectly well that the present yards had been inadequate for two years at least. They had hoped for some more permanent arrangement, otherwise they would have doubled their present accommodation last year. The fault of the delay did not rest with them.

Both Mr. Clark, for the C.N.R., and Mr. Tate, for the G.T.P., stated that their companies had no preference for St. Boniface, but thought the problem could be solved more easily by locating the union yards over there. Their companies were willing at any time to go into the project on a basis of equality.

Mr. Peters said the C.P.R. owned 232 acres in St. Boniface, but the company would prefer to increase its present yards if acting alone.

All the railway representatives present claimed that their companies did not figure on making a profit out of yarding live stock, but only out of the carrying end of the business. All agreed, further, that the yards must be operated free from the control of any railway company or any combine.

Mr. Peters, in reply to Mr. Clark, who suggested that the C.P.R. might be under contract with the Union Stock Yards Company, said it was not necessary

for them to worry about that. Mr. Peters then claimed that the three companies had had a distinct understanding with regard to union yards and that the other two railway companies had backed out.

Railroad Men Disagree

Mr. Tate stated that Mr. Chamberlin had understood that the basis of the arrangement was to be one of equality.

Mr. Peters contended that a different arrangement had been made with Mr. Morse and that William Mackenzie, for the C.N.R. had agreed that the control of the companies should be proportionate to the amount of business which each handled.

Mr. Tate disclaimed any knowledge of the arrangement made with Mr. Morse, and Mr. Clark denied that the C.N.R. had ever made any agreement except on the basis of equality.

Mr. Peters claimed that the other companies would have full protection. His idea was that each car should be handled in rotation in the order of arrival and that cars should leave on the same principle. His experience of railway companies on the continent was that agreements with regard to yards and switching were honorably kept.

C.P.R. Wants Controlling Voice

To Mr. Manning, who pointed out the danger of an independent company getting under the control of interests antagonistic to the farmers and shippers, Mr. Peters replied that the C.P.R. would take care that no such possibility would be afforded. The C.P.R. handled two classes of traffic, that destined for Winnipeg, and that for eastern Canada. His company must have a controlling voice to safeguard its through traffic.

The ideas suggested by Mr. Manning and Mr. Campbell were to vest the management in an independent board consisting of representatives of the three railway companies, the provincial government and the municipality undertaking the erection of a public abattoir. They saw no insuperable difficulty to the formulation of a scheme which would do justice

to all parties concerned and believed that an early start could be made by the Union Stock Yards Company. However, they would not let the grass grow under their feet, and if they could not come to some agreement with the railway companies they would look elsewhere. As a beginning they would embody their ideas in draft form and submit them to the railway companies.

Meeting With Winnipeg Board of Control

At the meeting of the Winnipeg board of control, Mayor Evans proposed a scheme for temporary relief in the stock yard situation. His idea was to secure a lease from the C.P.R. of ten acres owned by the company west and adjoining the present yards, the addition to be operated by the city of Winnipeg as stock yards and shippers to have their choice between the city yards and those of the company. From the view point of the commission, the mayor's proposal was all right as far as it went, but it did not touch the real grievance of the producers and consumers. While willing to revert to it if no larger scheme could be immediately launched, the commission would prefer to arrive at an understanding for the establishment of union stock yards, a public slaughter house and a cold storage plant, all under municipal control. This would give all butchers a chance to compete with the big private abattoirs and would give live stock shippers an opportunity to kill their own cattle if the market was dull and dispose of the meat themselves, or hold it for better market.

The commissioners were insistent to know what the city's attitude toward a grant would be if arrangements were made with St. Boniface. Mayor Evans replied that Winnipeg appreciated the importance of relieving the existing impediments to the meat trade and would be disposed in the interests of the public to assist to some extent at least, any solution that might be arrived at by the commission.

Stephen Benson, in discussing the cost of equipping a proposed temporary stock yards gave information which justified a conclusion that the cost, including pens, alleys, pavement, sewer and lighting, would not be short of \$15,000.

Mayor Evans said there was a movement in Alberta to have the federal government establish a system of public yards throughout the west with slaughter houses and cold storage plants from which chilled meat would be shipped to a large central plant in Winnipeg and forwarded to the best markets. The question was asked as to whether these small plants would do away with the need for union stock yards. Mr. Benson replied that they would not, as they would only deal with the overplus.

Met St. Boniface Council

In the afternoon the commissioners met the mayor and the aldermen of St. Boniface, and it was apparent that the prevailing opinion in that city was that the Union Stock Yards Company was not sticking to its original proposals; in other words, it was asking the city to do more and proposing to do less itself. Mayor Bleau stated that the undertaking of stock yards would mean a big outlay to St. Boniface. He did not consider that any one municipality should be saddled alone with the responsibility. The abattoir and cold storage plant would entail an expenditure of \$250,000, exclusive of the stock yards. The latter would of necessity have to be located outside the city.

Mayor Bleau stated that the Union Stock Yards Company had at first proposed to expend half a million dollars; the amount of expenditure promised, however, had dwindled until it was now \$250,000. He expressed it as his opinion that whatever municipality should undertake the abattoir and cold storage plant should receive in addition to the grant a guarantee of the interest on the outlay from the provincial government. He was of the opinion that under such conditions the council would favorably consider the proposition. The mayor made a request that plans, specifications and estimates of cost be prepared by the commission and submitted to the council. Hitherto the council had not been aware that the undertaking was to be taken out of the hands of the Union Stock Yards Company. It was finally decided by the meeting that the commission should prepare plans and submit them to the St. Boniface council.

TARIFF CONCESSIONS TO UNITED STATES

The total amount of American trade with Canada affected by the reductions approximates \$5,000,000 and as the reduction is 2½ per cent. this would mean a loss in revenue of \$2,500,000 a year on the United States imports. The table showing the comparative rates of duty and the value of last year's imports follows herewith:

	New Rate	General Tariff	Value of Goods Imported from U.S. Last Year
94 Dates and figs, dried, per one hundred pounds	55 cents	62½ cents	\$127,467
99 Prunes and dried plums, unpitted, raisins and dried currants, per pound	2-3 cents	1 cent	\$693,194
109 Almonds, walnuts, Brazil nuts, pecans and shelled peanuts, n.o.p., per pound	2 cents	3 cents	\$152,201
112 Nuts of all kinds, n.o.p., per pound	2 cents	3 cents	\$163,621
180 Photographs, chromos, chromotypes, artotypes, oleographs, paintings, drawings, pictures, decalcomania transfers of all kinds, engravings or prints or proofs therefrom, and similar works of art, n.o.p., blue prints, building plans, maps and charts, n.o.p.	22½ p.c.	25 p.c.	\$395,930
225 Soap-powders, powdered soap, mineral soap and soap n.o.p.	32½ p.c.	35 p.c.	\$172,961
234 Perfumery, including toilet preparations, non-alcoholic, viz:—Hair oils, tooth and other powders and washes, pomatums, pastes, and all other perfumed preparations, n.o.p., used for the hair, mouth or skin	32½ p.c.	35 p.c.	\$134,080
287 Tableware of china, porcelain, white granite or ironstone	27½ p.c.	30 p.c.	\$29,639
318 Common and colorless window glass	12½ p.c.	15 p.c.	\$15,079
366 Watch actions and movements, and parts thereof, finished or unfinished, including winding bars and sleeves	12½ p.c.	15 p.c.	\$473,892
604 Dongola, cordovan, calf, sheep, lamb kid or goat, kangaroo, alligator, and all leather dressed, waxed, glazed or further finished than tanned, n.o.p., harness leather and chamois skin	15 p.c.	17½ p.c.	\$68,340
634 Feathers and manufactures of feathers, n.o.p.; artificial feathers, fruits, grains, leaves, and flowers suitable for ornamenting hats	27½ p.c.	30 p.c.	\$127,039
711 All goods not enumerated in this schedule as subject to any other rate of duty, and not otherwise declared free of duty, and not being goods the importation whereof is by law prohibited	17½ p.c.	20 p.c.	