

### Cattle Men's Grievances.

The treatment the C. P. R. are giving to the cattle men is forcing their business out of existence. Such was the strong assertion made by a shipper of cattle who was at a meeting of prominent cattle men which action should be taken to discuss what they consider gross injustice. Those present at the meeting were Mr. Paul, Medicine Hat, W. R. Arnold, Saskatoon; H. McDonald, and H. A. Mullins, of Montreal. The cattle men represent a large portion of the western stock-shipping industry, and they were unanimous in their condemnation of the way they are being treated in the transportation of the cattle to Montreal. They claimed that owing to the numerous delays en route, and the slow method of transit that the cattle arrive at Montreal in a condition that makes them hard to market.

Mr. Sinclair returned last week from Montreal, where he went with a large shipment. The cattle were loaded in 70 and were from the Canada Land and Ranch company of Crane Lake. They are in good condition when they left Winnipeg, but Mr. Sinclair says, if it had not been for the brand he would have been unable to recover the cattle when they got to Montreal. It took between 60 and 70 days to get the cattle from Schreiber to Montreal. The delays were principally at the ends of divisions, and ranged from one to two hours. Delays were also caused in picking up gravel trains, and on one occasion a delayed train was held the tying up of three freight trains and a long delay.

Delays have also been experienced in getting the cattle into the Winnipeg market. Mr. Mullins says there are many shipments of cattle being sent to the country for sale. He has just received a cable from London saying that a shipment of cattle he had sent over arrived there in an unprofitable condition, and not to send any more. He says, however, that the company recognize the industry more than they are doing. They will force us out of existence. They are doing this by sending with steel rails, and the cattle are waiting to be picked up at the country.

Mr. Paul has just reached the city with a consignment of cattle which he intended for the European market, but he says, they are already in poor condition as a result of the trip from Medicine Hat that he now intends to ship them back home. He says that from the time he left Medicine Hat until he arrived at Swift Current, a distance of about 120 miles, about 25 hours were taken. The cattle were side-tracked at Swift Current for 12 hours, and he was forced to wait to unload them to feed and water them. It is claimed the water at Moose Jaw is from a stagnant creek and unfit to give the cattle.

Mr. Sinclair says that he has about 600 cattle for shipment, but owing to the conditions will not ship more than 200. He claims that the track between here and Montreal is badly shaken up, and the cattle are badly shaken up in consequence.

It is also claimed that the industry has already fallen off considerably as a result of the delays. At present, 17,000 cattle have left the yards, while at the same time last year there were nearly double the number.

### Board of Trade Meeting

A meeting of the council of the board of trade was held on Saturday afternoon for the purpose of discussing the shipping interests of the west. The situation was shown to be very unsatisfactory, and a speech was made by Mr. J. T. Gordon, who was loudly called for. The following gentlemen, who are largely engaged in cattle shipping, were present: Messrs. J. T. Gordon, H. A. Mullins, J. P. Winthrop, J. R. Faskatoon, and J. M. Paul, Medicine Hat. After they had fully stated the grievances connected with the connection with the railway service, and after an animated and prolonged discussion, the resolution was passed of grade decided to take up the matter, and appoint a committee to represent the cattle men in their position and asking for immediate action. The committee was also requested to secure all evidence and facts possible bearing on the situation

and submit the same to an adjourned meeting of the council to be held this week.

Immediately after the adjournment of the council, the committee prepared and sent the following telegram:

Sir: Thomas Shaughnessy, Montreal, president of the C. P. R. company. Large number of cattle shipped for shipment in Alberta. Details here give no information when they were shipped. Twenty-five hundred head should be shipped today and Monday to catch boats at Moose Jaw. The delay in the shipping season. Large number of cattle cannot be marketed owing to company's treatment. Most serious complaints by shippers of great damage to cattle through inhuman and delayed transit. Effects of west seriously affected; immediate relief absolutely necessary. Please answer at once. S. K. W. G. Gordon, president Winnipeg board of trade.

Mr. J. T. Gordon, on being asked for an explanation of the delay in publication in the Free Press complied with the request, telling his story as follows:

"I went to the C.P.R. officials in the beginning of the season and told them I expected to have the cattle shipped to cattle to go out of Manitoba and Saskatchewan Territory, provided the cattle would get out by 1st of July. I told them that they never could handle the cattle, as they would be late in moving."

The situation as we find it today is that the cattle are being shipped. We have 2,000 cattle at Leithbridge. Mr. A. J. McLean has 600 head at Pincher Creek. A. C. Sparrow has 500 head at Calgary, and there is not apparently a car available for these shipments. These cattle, in catch the boat, should leave Winnipeg Monday. I have here are the messages which we have got from the three different places.

"J. T. Gordon, Winnipeg: Waiting for cars. Can get no satisfaction. I have 2,000 cattle at Leithbridge."

"Leithbridge: An unable to ascertain the situation. Can James give us any information?"

"Calgary: J. T. Gordon, Winnipeg: Can't get cars, nor information, as to what the situation is. I telephoned Mr. Arnold, car service agent here, and told him the situation. He said he had no cars. I had done everything he possibly could, and I believe Mr. Arnold has already said to Leonard that he was going west loaded with rails and he was powerless in the matter. I then called on Mr. Leonard and found that he was absent from the city. I called up his assistant and found him absent from the city also. I didn't call on Mr. James. I have repeatedly, of late, spoken to him about the shortage of cars and he told me they were doing all they possibly could."

"The fact of the matter is that the cattle men are being forced to be in a position to treat this branch of their business in the manner it is now being treated. It is a very serious way, handling only half the number of cattle the present season that was handled last year. It is a very serious shortage whatever of cars. Last year our firm alone in one week shipped 1,200 cattle. This year we have exceeded 1,200 at any one time this season."

"I think the C. P. R. Co. could overcome this difficulty."

"Yes, I wish to be fair with the officials of the C. P. R. Co., but they are nearly all new men, and it is not supposed that they can grasp the situation. I have been in the company's business here in one month, or one year. I could not wish to make any statement. I have been in the C. P. R. Co., as I realize fully that they are competent to manage their own business. I have been in the business from the head of their large system. I claim it would be in the interests of business to have the cattle shipped to the head of the line. This would save a great deal of annoyance and inconvenience, and matters of grave importance could be handled more easily."

"What about complaints which have been made of stock in transit?"

"I wish to say candidly that never

in the history of the C. P. R. have stock been treated in the same manner that they have this year. I gave a letter here from our agent at Schreiber, who told me that the stock forty-two hours from Winnipeg to Schreiber, or an average of thirteen hours. The first shipment over the branch lines have been very badly treated, indeed. I have heard from Mr. Campbell, of Mantou, who is known for the crash throughout this country, that the cattle he shipped on the 11th of last week, and arrived in Winnipeg on the 23rd of the 12th; also another shipment (Montreal) was loaded at noon at the same point, and was delivered at our abattoir at 18 o'clock. The first shipment made four miles per hour, and the second shipment about four and half miles per hour. Last month have complained very bitterly; in fact, a great many of them have complained that they were of business altogether."

This does not affect only the shipper, but it affects the producer, because when head men refuse to handle the products of the farmer it is a very serious matter. I think the cattle all give for not doing it is the abnormality had service that the C. P. R. is giving."

"I might say that we had a meeting of the council of the board of trade today, and the serious situation of the stock business as at the present time."

"I am looking up the whole situation it is this. Unless we can be furnished with cars and our stock get better arranged, the cattle will be a large number of stock left on the ranches and farms that are suitable for export. I have heard from Mr. Campbell, the trade positively refuse to buy cattle unless they can see some way of getting the cattle out of the country. This will not only affect the farmer and the rancher, but it will affect all the cattle men. Last year we were about \$2,000,000 paid out for stock, but it looks as if there would be a loss of \$2,000,000 this year. We intend to purchase more stock until such time as the situation is better. I think that the cattle men can carry them forward."

### Cattle Men's Substantiating Charges.

The committee appointed on Saturday by the council of the board of trade, to investigate the charges against the cattle dealers as to lack of car service and delays, and inefficiency in the handling of the cattle, met Monday afternoon. Mr. George Gordon, general freight agent of the C. P. R., was also present.

Messrs. J. T. Gordon and H. A. Mullins gave evidence, which was taken down by Mr. W. Perkins, stenographer.

Mr. J. T. Gordon read the telegram sent on Saturday to Sir Thomas Shaughnessy, president of the C. P. R., and the latter's reply was as follows:

"President, Board of Trade: Regarding the charges made against the cattle men, but meantime an conflict that our officers are doing their best to take care of the reasonable demands of shippers. T. C. Shaughnessy."

Mr. Gordon read also the following telegram which had subsequently been sent, but to which no reply had been received:

"Sir T. C. Shaughnessy, Canadian Pacific Railway Co., Montreal, Board of Trade: The cattle men are asking you immediate action is necessary. Board protests against any further delay in forwarding the necessary and effective transportation. W. George Gordon, President, Board of Trade."

Mr. Gordon's evidence which was then given covered the ground of his complaint in the matter of the cattle as published in Monday's Free Press. His complaint was that, although only a small number of cattle were required, a year had been asked for they could not be had. His firm had ordered no cars, and he had had to wait for the cattle shipping cattle. He read telegrams showing the numbers of cars that had been ordered, and that the cattle could not be obtained; but he was not able to give days showing exactly how long the cattle had been ordered before they were wanted.

Mr. Gordon repeated at length the statements about delays in transit. He gave details of a complaint by Mr. Paul of cattle loaded at 19 o'clock, and which did not leave until 22 o'clock. Current the next morning at 8 o'clock and were held until 20 o'clock. He asked the cattle men if they had watered, but the agent refused. They were unloaded at Moose Jaw in the morning, and the cattle were sent over the country and then impounded. After running them to death the cattle were sent to the city and refused to give them up. Mr. Gordon said that the cattle were wasted on the arrival here, and that they were dead.

When Mr. Osborne was here, he went into the matter thoroughly and arranged that trains should be run at 10 o'clock, and that the cattle train was to consist of 14 cars. Afterwards 18 or 20 heavy cars of which would be added to the train.

There had been several complaints as to the condition of yards. At Moose Jaw the yard was entirely unsuitable for range cattle. There was only one little trough for watering; the water was not good. In the last several months in the year, only a few heavy rains had fallen. The cattle were in a very poor condition. He considered it the business of the cattle men to see that the gates were properly locked, and that the cattle of the cars and counted back again. The cattle were sent to the city and unloaded ranch cattle. The yards were in a very poor condition. Two years ago a large portion of the yards had been planned and roofed, and the result was shown at present.

Showing the cattle for prompt service. Mr. Gordon stated that when a cattle man has a large number of cattle, and that when the cattle are not shipped from the west, they have to be bought in Chicago or other cities. He thought cattle should be sent at the end of forty hours and watered every twenty-four hours.

He said that everything that had been done for him as promised by Mr. Leonard in the spring, until the cattle were sent to the city. He had ordered for Rush Lake for Sept. 9, but the cattle were held thirty-six hours at Leithbridge, and then sent out until the 11th. There were forty cars in that shipment. Space had been given for the cattle, but it had not been sufficient time to feed the cattle, and they were given justice. His cattle were held three weeks to four months, at least two weeks ahead of the big feed bill was incurred in Montreal. He told of a case of Colborne, where the ship was shipped at Leithbridge, loaded on Sunday, Sept. 1, at 4:30, and arrived at Montreal on Monday morning. It had been forty-seven hours in transit. The cars were ordered for Saturday, but they were not sent until Sunday. They were watered once on the way. When they reached Winnipeg sixteen cars were dead or crippled, and were badly damaged and depreciated \$2 to \$8 per head.

Mr. Gordon also told of the bad effects of the car service on the cattle trade. Mr. J. Y. Griffin being absent, Mr. J. T. Gordon read a letter brought from the cattle men at St. Paul and Chicago. If everything was as it was, the cattle men would raise here. Delays were injuring the business.

He said that the cattle men were in a tight time with at least a speed of 22 miles an hour Mr. Gordon considered necessary 14 or 15 cars of cattle to a train, and that the cattle load to Winnipeg, and 20 cars from Winnipeg east.

Mr. Leonard asked whether the stock in this case as fit for traveling as last year.

Mr. Leonard answered that earlier in the season they had been softer, but during the last three weeks they had been harder. He said that Mr. Leonard replied that during September 131 cars had been ordered, and had had to be taken away empty.

It was admitted by Messrs. Gordon and Leonard that the cattle were in excess of the requirements, and they claimed that this was unavoidable. They said that the cattle men had other causes the expected number of cattle could not always be secured, and they maintained was no use in thing.

Mr. W. R. MacInnes, assistant general freight agent of the C. P. R., returned to the board, and was taken by a reporter in regard to the complaint made of cattle men and transit given them.