

# The Stock Yards Situation

What the Market Editor of The Guide learned during a short visit to the C.P.R. Stock Yards at Winnipeg

## VALUE OF DUPLICATE INSPECTION

That the system of duplicate grain inspection in Canada would be as valuable to the farmers as in the United States, is well shown by the results secured by the Duplicate Sampling Bureau of the Grain Growers' Grain Company, at Winnipeg. This Bureau checks the work of the government inspectors of cars of grain consigned to the company. They have secured a number of changes in the grade that have netted the farmer considerable advance in the price of his car. Here is the result on five different cars.

Original Grade		Changed to	
2 Northern 1	1% dockage	1 Northern 1 1/2%	1% dockage
2 "	1 1/2%	1 "	2 1/2%
3 "	1 "	2 "	1 "
1 Northern (tough)	1% dockage	1 "	1 1/2%
4 "		3 "	

On some of these cars there was an individual saving to the farmer of \$60.00, which shows the benefits of checking the government inspection.

Cattle to right of 'em, cattle to left of 'em, cattle in front of 'em, all agoin' into the —. But hold on, we pretty near had them into the pens of the stockyards. They were not all in the pens. A few lucky animals owned by a few lucky shippers were in the pens. Others were in the alleys, the chutes or in cars on the side tracks. To sum the whole situation up in a nut shell, the Canadian Pacific railway's stock yards at Winnipeg are wholly inadequate to take care of the shipments arriving on an ordinary day of the fall run.

As representative of THE GUIDE the writer paid a visit to the yards on Friday, September 30, and stayed there between the hours of 1.30 and 3 o'clock in the afternoon. The hour and a half spent there was sufficient to absolutely establish the total inadequacy of the present yards.

The pens, alleys and chutes were jammed full of scared, tired, hungry beasts and there was not a chance in the world to get more than half of them to the much needed feed and water. Angry shippers besieged the office of a manager just as angry as they were. They wanted to know why, and why not, and it made the manager very, very angry to have them for an instant question the divine right of the C. P. R. to treat them and their shipments in any manner they saw fit.

And this was no extraordinarily large run for the fall season. About 150 cars of stock were in, but there are only forty-eight pens to handle them in. And the state of affairs prevailing was not a matter of that day alone but a matter of at least every second day of the heavy shipping season. And the trouble does not start with the poor terminal facilities. The stock trains travel at a rate that would make the proverbial "slow train through Arkansas," seem like the Twentieth Century Limited. This point will be proven in interviews which will appear in the course of this article.

### Long Heralded Improvements

For several weeks the improvements that the C. P. R. were going to make at their stockyards have been heralded throughout the West. The improvements have been made. And take careful note of them. The run of hogs is always very light during this season when the cattle are coming in full force, and the improvements to the yards consist of a bunch of new hog pens, and nary a new cattle pen. These so-called improvements look very much like simply a sop to stop threatened action by the city of Winnipeg, whose officials have been making rather strenuous protests against the present yards. These hog pens have been just completed and have no water connections at present, and yet they were jammed tight with thirsty, hungry cattle without a chance of getting much needed refreshment. And those that were in the yards where watering and feeding facilities were available were in many cases so worn down and weakened by long hours on the road without feed and water that they lacked the energy to get to them when they were offered. There is not only a distinct money loss to shippers but absolute, almost unthinkable cruelty to animals. Here is a broad and as yet uncovered field for the operations of the S. P. C. A. As one buyer on the market observed, the officials of the C. P. R. should be hauled up in court every day on cruelty to animals charges. "There is," he continued, "evidence enough here to-day to hang the whole bunch of them if cruelty to animals was a capital offence."

### One Shipper's Experience

The protests voiced by shippers were many but all alike in being strong and to the point. G. Barrett, of the Manitoba Live Stock company, was one of the first approached. Mr. Barrett had a shipment of nine loads of cattle from Hyley on the G. T. P. To start off with he made careful inquiries at Hyley as to when he could expect the train that was to take the shipment to Winnipeg. He figured close and got his stock loaded at the appointed time. Then followed a wait of over four hours for the train, the cattle standing in the cars on the siding. The rate of speed on the train averaged less than ten miles per hour and he arrived in Winnipeg at three o'clock the after-

noon of the 29th. His cattle stood in the yards until 11.30 that evening before they were unloaded. During the trip and while the cattle were in the cars in the yard he had no chance to feed or water them, and when they were at last gotten into a pen they were jammed so tightly that only a few of them could get to the water. Mr. Barrett obtained hay from the C. P. R. which he stated was of a very poor quality at a very good price. And the cattle were so weakened by the trip that they could eat but little of what was furnished them.

Mr. Barrett stated that he understood that both the Dominion and provincial laws called for the feeding and watering of stock in transit at certain intervals. "And yet," he said, "there is not a feeding station on the C. N. R. or the G. T. P. and only one on the C. P. R., that at Moose Jaw. It's a combination too hard to beat and it's going to force a lot of us out of the shipping business. This trip the train took over five hours in running from Portage to Winnipeg and on a previous shipment it took me five

days to come seven hundred miles. At Moose Jaw the C. P. R. furnishes a very poor quality of hay and they charge us eighty cents for a bale that I would swear weighs not over fifty pounds."

### Denounces Methods

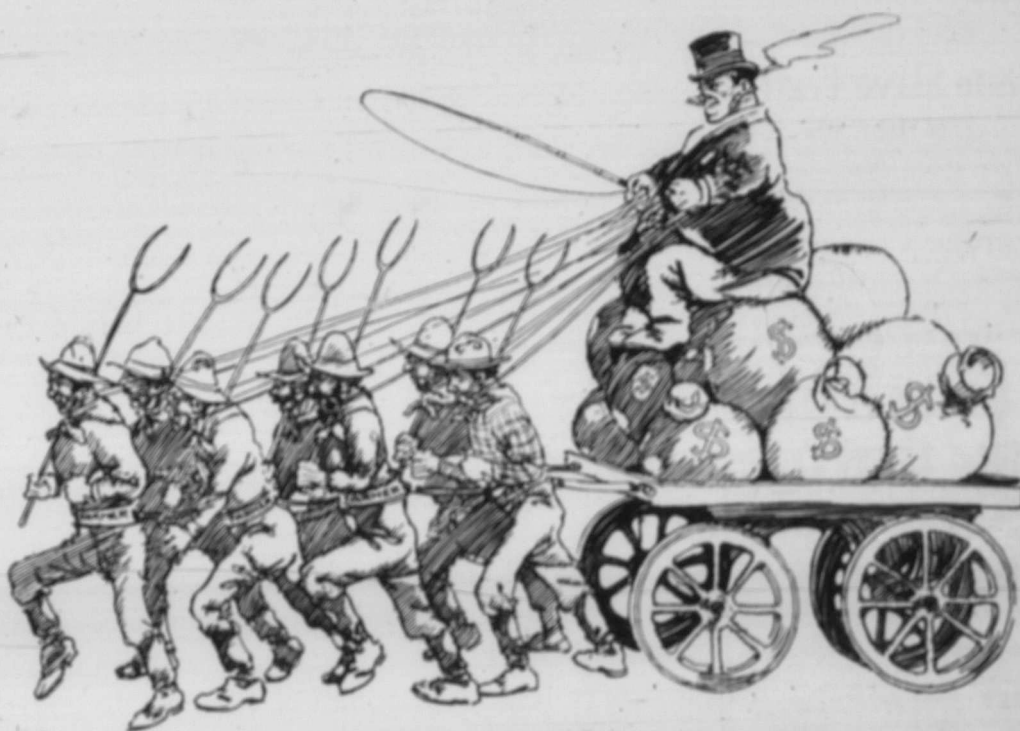
H. E. Waller had a shipment in from Carberry. His train left Carberry at 3 o'clock p.m. Thursday and arrived at Winnipeg at 2 o'clock Friday morning. Thus the time consumed was eleven hours for a run of one hundred and five miles. After a wait of four hours in the yards his shipment was unloaded into the alleys and left there without opportunity to feed or water. Mr. Waller was loud in his denunciation of the C. P. R. and their methods.

David Hamilton had a shipment in from Saltcoats, Sask. He stated that he loaded at 7 a.m. Thursday and arrived in Winnipeg at 10 o'clock Friday morning. Saltcoats is two hundred and sixty two miles from Winnipeg, thus the rate of transportation was under ten miles per hour. After a wait of

three hours the cattle were unloaded. Mr. Hamilton was given no chance to feed or water in over thirty hours. W. J. Thorn shipped from Sidney, ninety miles out of Winnipeg on the C. P. R. main line. He stated that he loaded at 11 a.m. on Thursday and reached Winnipeg at 2 a.m. Friday. That was certainly a champion slow train, fifteen hours to come sixty-two miles; a trifle better than six miles per hour. And then after reaching the yards his cattle were left on the siding for four hours and a quarter and then unloaded into a pen about half large enough. When speaking to the writer Mr. Thorn had not had a chance to feed.

### Cattle in Hog Pens

P. J. Brown was probably in as hard luck as any shipper at the yards. He shipped from Minnedosa and had six cars of cattle loaded in box-cars. The C. P. R. claim to be equipped for handling live stock and yet they could not furnish Mr. Brown with stock cars. This is his case as he stated it to the writer. Upon definite instructions from the station agent he loaded his cattle at 5 o'clock Thursday afternoon. They stood on the siding until 11.30 that night waiting for the train. They arrived in Winnipeg at 9.45 a.m. Friday and were not unloaded until 1 o'clock Friday afternoon. Minnedosa is fifty-two miles from Winnipeg and it took ten hours and a quarter for the trip, an average of five miles per hour. And then insult was added to injury. The shipment stood on the siding at the yards for over three hours. Then they were unloaded, one hundred of the beasts into a pen that had twenty-five feet of manger and the balance, a few less than a hundred head into one of the new hog pens without watering or feeding facilities. Mr. Brown's cattle were not for sale here. He wished only to feed and water and get out for Toronto, where he will sell the shipment. When speaking to the writer only a few of the cattle in the first mentioned bunch had had a chance at the hay and those in the hog pen had had neither hay nor water. This after twenty-eight hours and a long hard trip before them. Mr. Brown had thrown up his hands and declared the combination too hard to beat. He said that he had no idea of when he would be able to get his shipment onto the cars again. He stated that he had told the weigh-master that he did not want his cattle weighed as he was going on with them. Nevertheless a hundred of them were run over the scales against his



The Manufacturers' Dream