

GENERAL VIEW OF PREMISES, MONTREAL STOCK-YARDS CO., PT. ST. CHARLES.
An abattoir and three packing plants in the background.

called a conference of those interested in horse-breeding, to discuss the best means of improving the equine stock of this country, so that it might become more than it is at present—a national asset. The president of the Board is anxious to get help in drafting a good workable scheme, and, in spite of an income tax at 1s. per £, he is hopeful that a good scheme would get support from the Chamber of the Exchequer. It may be questioned whether the conference of Wednesday contributed much to the desired result. As on many a former occasion, I was impressed by the signal ignorance of Englishmen regarding what is going on outside their own sphere. The account of what is being done in Ireland to improve horses, seemed to be news to members of the Royal Commission on Horse-breeding. For self-complacency and self-confident insularity, commend one to an Englishman. (This must mean the stay-at-home specimen, otherwise the generalization is a little too sweeping. Ed.) The self-complacency came out in some of the speeches delivered at the conference. This is the best possible kind of world, if only you breed horses for racing and country work; that is, hunting. These are the only horses in the world, and agriculture exists to foster in some way the amusement of the country squire. This was, to some extent, the burden of what some of the speakers said. There is a dilettante scheme at work under what is called the Brood Mare Society. Its operations are on a very moderate scale, and are confined to placing out mares with farmers. Still, it is the same wretched class of small-legged mares. If they are good enough to run races, they may be useful, and money accrue by them; but, in most cases they will be a nuisance about a farmhouse. The real question is: "How can the Government, during a time of peace, induce farmers to breed the class of remounts demanded by the service?" This is not an easy problem, yet a horse supply is a national asset. Out of 300,000 horses bought during the Boer war, only 70,000 were bought in Great Britain. We are apparently dependent on the outsider for our defence in time of war. That wants looking into and likewise amendment. But our conference on Wednesday did not contribute much to the desired end.

"SCOTLAND YET."

How Cattle are Handled at Montreal.

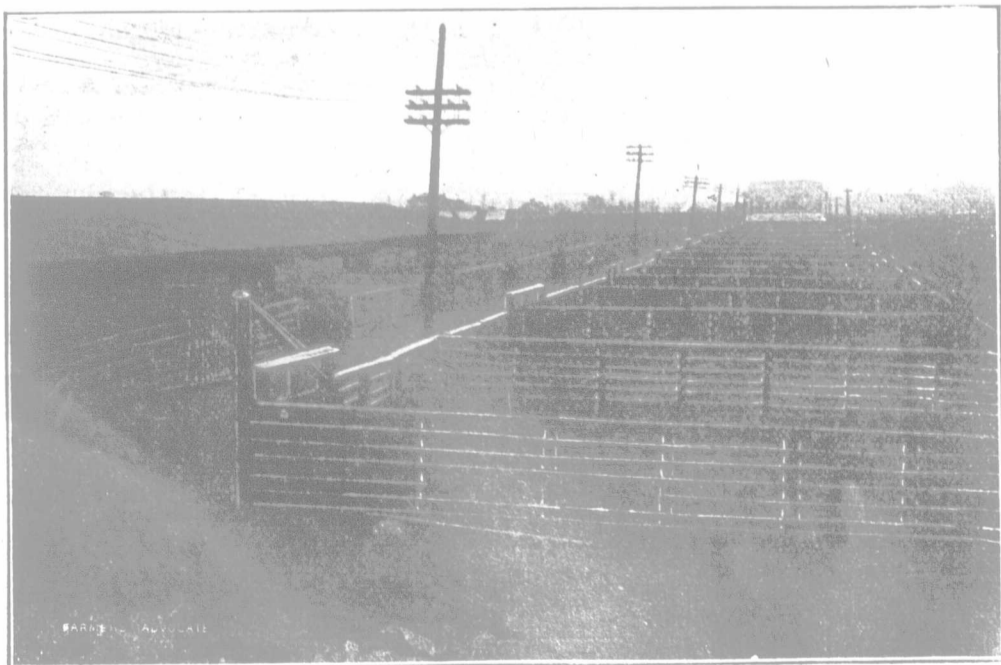
According to figures compiled by the *Montreal Gazette*, the export live-stock business of Montreal last year, counting the value of the stock, freight, insurance, feeding and handling, totalled \$9,134,131, being made up by 118,296 cattle and 21,036 sheep. This, together with much stuff consumed at home, and hogs packed at Montreal for export, passed through two stock-yards at that city. The Montreal Stock-yards Co. handle the business contributed by the Grand Trunk Railway System. The Canadian Pacific has its own stock-yards at Hochelaga. The latter is the transshipping point for practically all the range cattle from the Northwest, and the share of the export-cattle business coming to this point might be put down roughly at nearly two-thirds of the total. On sheep, Point St. Charles and Hochelaga probably break about even, taking one season with another, but the former has the bulge on hogs, being situated alongside several packing plants. The hogs, of course, do not figure in the live-stock export-trade statistics.

While passing through Montreal lately, a member of the *FARMER'S ADVOCATE* staff visited the yards, and obtained some particulars which, with the description of the facilities in handling our cattle in the Old Country, which will be published later should be interesting to our readers. The C. P. R. yards at Hochelaga are out at the east end of the city, and only export trade comes through them. A yard for local butchers' trade is situated about a mile distant, where there is also a public abattoir. This market and abattoir business is sub-let to a Philadelphia firm, but the C. P. R. retains direct control of the export-stock yards. The latter are about fifteen to twenty acres in extent, exclusive of the ground alongside that is owned by the leading exporting firm of Gordon & Ironside. The capacity of the C. P. R. yards alone, as given to us by the Superintendent, Mr. R. Gow, is about 4,000 cattle, 5,000 sheep and 500 horses. Gordon & Ironside could handle some 1,500 or 2,000 cattle, and accommodate quite a flock of sheep as well. A considerable area of the stock-yards is roofed, and the whole is floored with

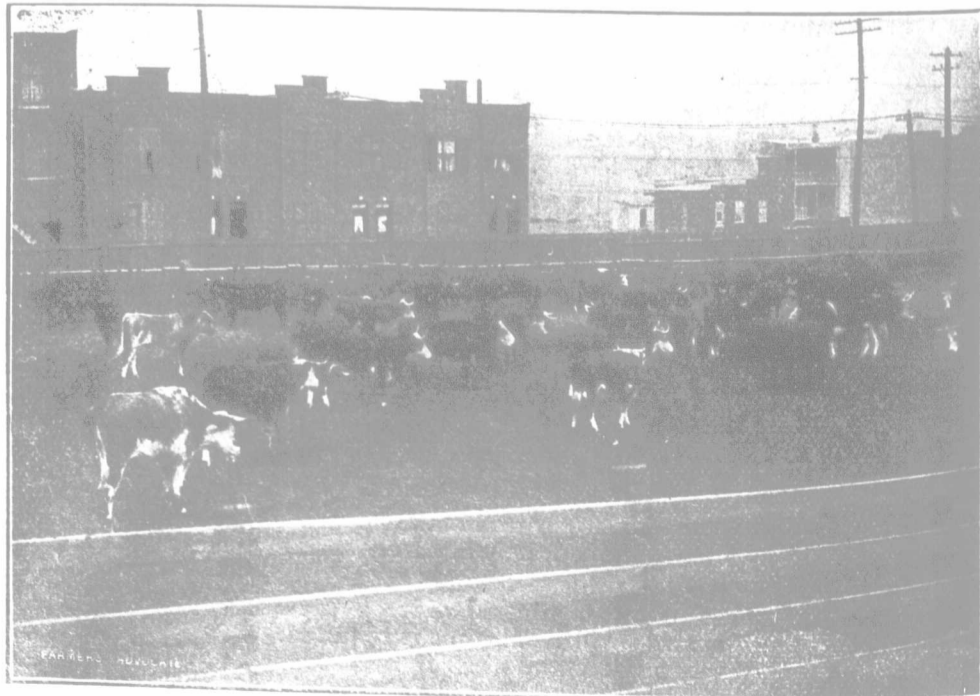
plank. The sections are systematically laid out and so arranged as to facilitate unloading from cars. All herding here is done by men on horse-back. The dock where the barges tie up is only a few hundred paces from the yards, and most of the cattle are driven down to it, along the public street, which crosses an electric-car line on the level and the Grand Trunk track by an overhead bridge. The attendants say the cattle go quietly enough along the earth street, but when the rangers strike the hollow-sounding bridge they are inclined to become excited, and require careful handling. Now and then a carload or a trainload come in which are too wild to be trusted on the street; these are reloaded into cars after being fed and watered and run down to the dockyards by a railway switch. Down at the dock are pens with a capacity for holding 700 head. By an inclined gangway they are walked up on to the barges, which will carry from 250 to 300 cattle each, according to the average weight, and overhead is room for a deck of sheep. Out in the river the stock is loaded onto the steamers.

Before leaving the yards all the cattle exported from Canada, except those going to the U. S., are inspected by a Government veterinarian. Dr. C. M. Baker is the official at the C. P. R. yards, and Dr. B. A. Sudgen at the Montreal Stock-yards premises, while Dr. Chas. McEachern is the man who looks after the health of imported horses. After being inspected, the cattle are watched and branded by the inspector's foreman and his assistants. The branding is usually done while the cattle are being "roped." Roping is accomplished by driving the cattle into a chute, where they stand single file, twenty to forty together. The ropes are quickly put around their necks, so the animals will be ready to tie up when they get on board ship. Branding is quickly performed by stamping them with a monogram VR mark, consisting of red paint. Until recently, this branding, or "marking," as it is more properly called, has been compulsory, but the regulation has lately been abrogated, and marking is now optional with the inspectors.

The Montreal Stock-yards Co. was organized many years ago for the accommodation of shippers and for the sale of live stock. The yards are situated at Point St. Charles, and are closely connected with the Grand Trunk Railway. Part of the premises lies in the form of a triangle to the south of St. Etienne St., with the apex towards the south. It is flanked by a railway switch on each side. The east track is used principally to accommodate American stock unloaded in transit. The other side is for stuff to be marketed locally and for export stock. North of St. Etienne St. is the abattoir owned by the company, and here also, are killing and yarding pens. Altogether, we should judge, the yards were somewhat smaller in area than those at Hochelaga, although no figures are at hand. The accommodations and fittings at these yards are of the very latest and best order, nearly all the spaces being covered with sheds, the floors closely planked, and everything provided to facilitate handling of the stock. The company has a first-class double-decked market, the ground floor of which is used for the sale of cattle, and the upper floor for sheep, lambs, calves and hogs. The company has also a



GLIMPSE OF THE C.P.R. STOCK-YARDS AT HOCHELAGA.



WESTERN RANGE CATTLE.
A bunch of Gordon & Ironside cattle in their own yard, adjoining the C.P.R. yards, at Hochelaga.