

Who Owns C.P.R. Stockyards?

Shippers Claim that big abattoir firm have Special Privileges and that C.P.R. neglect smaller men

A former article in THE GUIDE dealing with the situation at the C. P. R. stockyards showed the total inadequacy of the system. Definite information furnished by shippers to the market was published, the main points proven being that the C. P. R. moves their stock trains at a rate that puts them in a class with "slow" freights and that the yards here are quite insufficient to yard the arrivals, necessitating the holding of animals in cars on side tracks with absolutely no chance of getting feed and water to them. It was further proven that when runs were of any great size cattle were crowded into pens much too small and where the manger and trough length was not a quarter great enough.

This article will deal with further troubles at the yards. It will show that the Canadian Pacific Railway Company disclaims any supervision over stock in the yards; that they absolutely refuse to be responsible for cattle left in the yards; that they make insufficient provisions for furnishing hay for animals that have often been without feed for thirty-six and forty-eight hours, and sometimes longer. It will further prove to the satisfaction of any unbiased mind that rank favoritism is shown in caring for cattle at the yards; that, in fact, the whole system is "rotten" and calls for a thorough and immediate readjustment; that there is "too much Gordon, Ironsides."

Cattle Were Lost

A few weeks ago, Messrs. Dewar and Sage, livestock dealers of London, Ont., purchased a shipment of cattle at Westbourne, Man. The following information regarding the shipment was given to THE GUIDE by F. E. Sage. The cattle purchased were divided into two bunches, according to size, one bunch of light and one of heavy animals. There were 185 head of heavy cattle. These were billed through from Westbourne to the Union stockyards, Toronto. They were unloaded at the Winnipeg yards for feed and water. The cattle were counted off the cars and tallied with the former count, 185 head. When the cattle were reloaded there were two head missing. The shippers immediately went to the stockyard office and informed the manager of the loss. Both Dewar and Sage certified to the loss in writing to H. W. Dickson, the manager of the yards. Mr. Dickson ignored the letter and when spoken to said that he had nothing to do with it. According to Mr. Sage his whole attitude was: "If you've lost any cattle, go and find them. We don't know anything about them and don't want to know."

They then took the matter up with E. W. Spence, freight claim agent for the C. P. R., and received the following reply:

Winnipeg, October 27th, 1910.

Messrs. Dewar & Sage,
c/o E. W. McLean,
Winnipeg, Man.

Dear Sirs:

With reference to your claim of \$100 for value of two cattle, I beg to say that on arrival of your shipment from Westbourne, delivery was effected and this completed the contract entered into by the Company, after which the cattle were in the stockyards entirely at your risk. I understand that you sold some, and shipped others, and it is quite possible some mistake occurred during these business transactions; but as the cattle were under your control and you had free use of the stockyards at your own risk, you will readily see that the matter is not one in which any liability can be acknowledged by this Company, although any loss sustained is, of course, much regretted.

Yours truly,

(Signed) E. W. SPENCE,
Per G. E. B.
F. C. A.

That is as much satisfaction as the shippers got out of the company. It is easily understood that they could not "readily see" that the company was not liable for the loss.

A Flagrant Case

But a more flagrant case of lack of supervision of stock within the yards was one of which T. H. Hamilton, postmaster at Woodlight, Sask., was the victim. Mr. Hamilton shipped in a load of nineteen cattle from Canora, Sask., arriving at the yards Saturday evening, November 5, too late to sell them that day. They were yarded and fed and the gate locked. The cattle were all in the yard Sunday night. Monday morning, Mr. Hamilton, accompanied by a buyer, Mr. Irwin, of Toronto, came over to inspect the cattle. Mr. Irwin expected to purchase them. Six of the cattle were missing.

It transpired that they had been taken out by a Toronto buyer, and had been sold by him, who claimed that he had purchased the animals from Hamilton. Hamilton claimed that he hadn't sold nor offered the cattle for sale. THE GUIDE is informed that upon the advice of the manager of the yards, Mr. Hamilton

because the Toronto man settled for them afterward; they were not weighed; the manager of the yards, instead of trying to locate the cattle and return them to Hamilton, advised him to settle for whatever he could get. To sum up the conditions, no shipper who has stock in a pen of the C. P. R. stockyards, can leave them and be sure that they will be there when he returns; the locks on the pens are such that they may easily be forced and employees of the yards seemingly do not pretend to prevent the forcing of them. And when these slipshod methods result in the loss of stock the C. P. R. refuses to be responsible for the loss.

No Hay on Hand

Mr. Young had a few complaints of his own to register. He brought in forty-four head of cattle from Brandon. He arrived at the yards at four o'clock Friday morning, November 4. His cattle stood on the siding until Saturday morning at eleven o'clock before they were unloaded, a total of thirty-one hours. The trip from Brandon consumed eleven hours, making a total of forty-two hours before they got into a pen. But that's not the worst of it. After they were in the pen Mr. Young tried to get hay from the Company. They had none for him, but he claims that he saw Gordon, Ironsides' men get all they wanted. He could get none until Sunday morning when he managed to get two bales. That night he got three cattle more. Twenty-one head of these cattle had been driven seven miles before being weighed on the cars at Brandon. Upon weighing them off at Winnipeg the twenty-one showed a shrink of 1900 pounds, an average of over ninety pounds per head. Had these cattle been unloaded

system, about "Gordon's pens." This is a subject that is not much talked of except among the buyers. The fact is that a great many of the dealers on the market are afraid of incurring the displeasure of the firm, Gordon, Ironsides & Fares. But not so with Mr. Shortreed. It seems that nine of the choice pens of the yard have been appropriated to the use of the firm mentioned. No other cattle but those belonging to Gordon, Ironsides & Fares are put into these pens, even if other animals are left on the siding for hours and these pens empty. As soon as the pens are empty the racks are filled with hay and the yards are left without animals until another bunch belonging to Gordon, Ironsides arrives. If other cattle are put in the pens they are turned out into the alleys either by employees of the firm or of the C. P. R. The railway company seems to have recognized the right of the packing concern to these pens.

Mr. Shortreed cited the following instance: Saturday night, November 5, A. Barber, of Guelph, arrived at the yards with a bunch of stock. Every pen in the yards except "Gordon's pens" were occupied. Mr. Barber's cattle were on the siding and no effort was being made to unload them. He asked why they were not being taken off the cars and was informed that all the pens were full. He insisted that his cattle be put into the pens claimed by the Gordon firm. After a long argument with employees of the stockyards he succeeded in having his wishes carried out and then went to his hotel secure in the knowledge that his animals were getting needed rest and feed. Imagine his surprise when arriving at the yards next morning to find his cattle roaming about in the alleys while a bunch of Gordon's occupied the pens.

Dealers state that there is no effort on the part of the management to carry on the business upon an equitable basis. Gordon, Ironsides & Fares are given every consideration while other buyers are given none. This thing of turning cattle out of pens to make room for Gordon's shipments occurs right along. No other company, either packers or commission men, are given pens for their use only.

"This system of caring for the shipments of Western live stock is wrong from the bottom up and is losing thousands of dollars each year for the farmers and shippers of the West," said Mr. Shortreed, "and no time should be lost in setting things right."

MANITOBA GOVERNMENT ELEVATOR

The Gilbert Plains elevator built by the Manitoba elevator commission, belongs to a class of elevator designed for the purpose of doing the business that is the past has required three or four line elevators to accomplish. It is equipped with elevating facilities for taking away from the farmer, deliveries of grain as fast as one-half dozen threshing machines working in the immediate neighborhood can turn out.

The cleaning machinery has a capacity up to 3,000 bushels an hour to keep pace with the rapid receiving facilities of the elevator. The grain is received from the wagon, weighed over a special scale, which is equipped with a device in the form of a computing beam, different to any used in the country, which enables the operator to weigh the load and arrive at the number of bushels without doing any figuring. The cleaner is a No. 3 with an automatic brush system for cleaning the screens and the screen clothing admits of the treating of any kind of grain from wheat to grass seed. After the grain has been cleaned, it is weighed and special bin storage tickets issued and delivered into the farmer's own bin, from whence it is discharged without the aid of machinery direct through an Avery automatic scale (which weighs 10 bushels to the draft) into the car, and an unflinching record mechanically kept of all grain leaving the elevator.

There are thirty car lot bins in the elevator at the present time, with a capacity each of 1,500 bushels. There is also reserved on the ground floor, space to make up a total capacity of from 45,000 to 50,000 bushels all within the building. This type of elevator is also designed with a view of future enlargement when necessary, for the space of legs are so situated that additional bins may be built on either end, and the capacity of the elevator increased anywhere up to 75,000 bushels, without spending one dollar for machinery.

A crushing system is being installed so that screenings can be taken away from the elevator, in the form of feed. Efficient power has been supplied to take care of any possible requirements in the form of additional cleaning or not stripping which the future may demand.



Government Elevator at Gilbert Plains

agreed to settle the case without making any trouble and he received \$125 from the Toronto man who also paid the complainant's hay bill amounting to eight dollars. Those who are in a position to know the outcome of the case state that the Toronto man made sixty dollars on the five cattle.

That is the case as told THE GUIDE by A. Young, of Brandon, and there is every reason to believe that he knew every detail of the transaction. The Toronto man may have thought that he had purchased the cattle, that is, may have thought that he had a verbal understanding with Mr. Hamilton, or there may have been any one of a dozen conditions entering into the disagreement, but the crux of the matter is this: The cattle were taken out of the pen without the orders of the owner and had not been purchased

upon arrival, Mr. Young stated, the shrink could not have been half as much.

Gordon's Pens

Mr. Shortreed, of the commission firm, Rice & Whaley, also had something to say about conditions, which he characterized as the worst possible. He told of a shipment of cattle to his firm from Manville, Alta., that stood in the yards thirty-two hours before there was a chance to unload them, that after a trip across three provinces without being taken from the cars. He told of others that had been left in the cars even longer, of the difficulty in getting hay for half-starved animals. "Is there a humane society in Winnipeg," he asked. "If there is, the members are not looking after their business very well."

And then he told about one of the most rankling features of the whole

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