

Winnipeg's New Stockyards Opened

"Probably not one man among all the stockmen and dealers here today has any idea what these stockyards will mean to the livestock industry of Western Canada, a few years hence."

Such was the remark passed by a man who has been in the live stock business for over twenty-five years, and the probability is that he spoke the truth. The new Union Stockyards, or to call them by their incorporated name, the "Public Markets, Ltd.," are certainly a credit

vincial government, provided the city erects the building.

The sole stockholders of the Public Markets, Ltd., are the three railways, and all the money invested was supplied by them. The yards are to be operated on a purely cost basis, the railway companies only getting 6 per cent. on the money they have invested. Fifteen hundred men are at present employed at the yards, and these, it is expected, will be increased to 3,000 in the near future. J.

strong protest was launched against the rates proposed to be charged by the Public Markets, Ltd. The proposed rates are as follows:

The Union Stockyards company would furnish all the feed and bedding for the live stock received at or forwarded from its new yards, the charges for same to be affixed as follows:

Hay, not to exceed \$1.25 per 100 lbs.
Grain, not to exceed \$1.50 per 100 lbs.
Bedding, \$1.25 per single-deck car.

The term "feeding" shall in part include service, food and water.

All live stock shipped or driven into or through the Union Stockyards shall be taken in charge by said Union Stockyards company, and the fees therefor shall be:

Cattle	\$0.25
Calves	.15
Horses	.25
Colts	.15
Sheep	.05
Swine	.08

Yardage charges shall include in part unloading yardage, weighing, caring for and service, but shall not include bedding, which shall be charged for additional, if ordered.

These charges, according to the stockmen, are as high as those charged at Chicago, where as many head of stock go through in one day as will go through Winnipeg in several months. Some radical change in the charges will have to be effected immediately, or the Public Markets, Ltd., will defeat the purpose for which they were intended, but doubtless a satisfactory agreement between the railways and the stockmen will be arrived at without delay. Incidentally, it may be noted that on the opening day 22 car loads of yearling grade dairy cattle arrived from Eastern points, en route for Calgary.

NO STENCILLING OF CARS

Chairman Drayton Says It Would Cause Trouble

Ottawa, Aug. 15.—In a memorandum written before his departure for England and made public today, Chairman Drayton, of the Railway Commission, deals with the application of the Board of Grain Commissioners for an order directing railway companies to stencil their cars in inches. After stating that the object of the application is entirely laudable, as such stencilling of freight cars would enable the farmer to more accurately gauge the amount of wheat shipped in his car and to more intelligently advance claims against the company for shortage of grain, Chairman Drayton proceeds:

accurately compute the grain loaded. Accuracy is an essential. A mere approximation by stencilling is no better, if as good, than the approximation that a farmer can make based on the size of his delivery wagon, which is loaded. Then, again, the relative height of the grain in the car can be entirely disturbed by rough shunting, requiring an attempt on the part of someone to level the contents at some other point, whose ideas on that subject might be entirely different from those of the farmer. A further objection is that grain settles, and that the ratio of settlement is a varying one.

Has Great Deal of Difficulty

"The Grain Commission has a great deal of difficulty in connection with the questions of weights. Possibly accurate weighing is one of the most difficult of the many questions that the Commission has to administer. The total price received by the farmer is fixed by the weighmen on the price of grain graded by the inspector. There are some 2,500 country elevators in the provinces of Manitoba, Saskatchewan and Alberta, at all of which grain is weighed. Weighing is done at the elevators by their operators, whose interests are, of course, different from those of the farmer, as they are purchasing the grain from him. At present the Grain Commissioners have no direct jurisdiction over the scales or the manner in which weights are arrived at in these elevators.

Would Give Greater Protection

"I am strongly inclined to the opinion that, instead of stencilling cars in inches far greater protection could be given the farmer if the grain commission had jurisdiction to control the scales and weighing practice. Many complaints are made to the grain commission based on allegations as to elevator scales and practices, complaints as to shortages being very great. The Grain Commission has weighmen supervising the weighing of grain at terminal elevators. Government supervision at terminal elevators, however, is only protecting the farmer at the end of the movement, while, in order to obtain a fair result, it would seem that some supervision is necessary at the elevator at which the movement commences. The divergencies in weights at country points and at terminals are many, and at the present time it is extremely difficult for the Grain Commission, who, after all, are solely responsible for the grain traffic, to determine just what is the reason for the divergence. It may be a leaky car, on the other hand, it may be improper weighing.

Commence at Shipping Point

"I make no order at the present time as to stencilling, as I think, instead of affording the farmer a further basis of approximation, it would be much better in his interest that the supervision of the Grain Commission should commence with the initial movement by rail. Under such conditions there would be no room for question at all.

"If the Grain Commission would prefer stencilling to a system which would enable it to enforce, as far as practicable, accurate weighing, the matter may be further considered; but if the different departments agree that accurate weighing is the only permanent and proper solution of the question, I have no doubt that appropriate legislation will be passed by Parliament.

"It should be further noted that with the very large number of foreign cars used for carrying grain, any direction as to stencilling would not apply to them, and that it would be entirely impracticable to order railway companies not to use them unless stencilled."

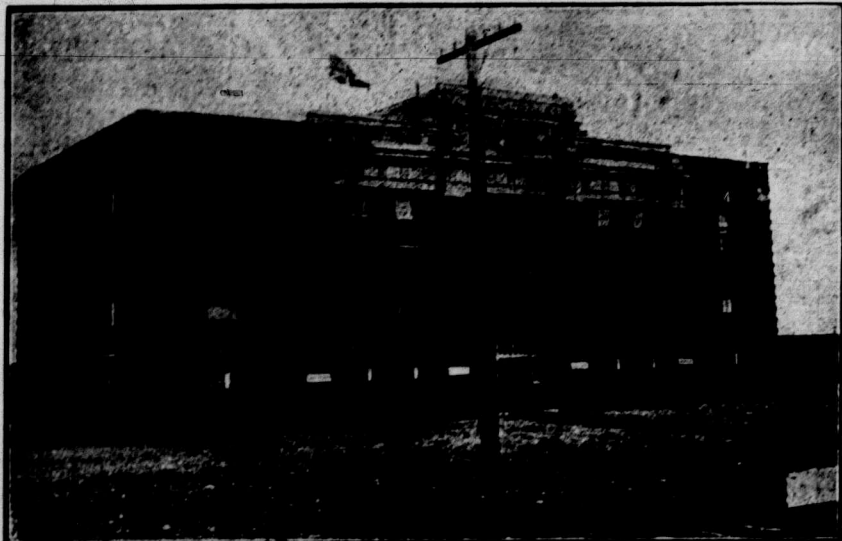
A RIVAL

"The equator is an imaginary line, running around the earth," said the boy who likes to tell what he has learned at school.

"An imaginary line," repeated the great railway financier, absent-mindedly. "Who is promoting it?"

"The fact that a wrong cannot be righted without some hardship to those who have profited by it, is no reason why that wrong should go unrighted."—The Public.

The man who never made a mistake never made anything.—Mr. Bonar Law.



Administration Building at New Union Stockyards, Winnipeg

to the city of Winnipeg and will fill a long-felt want in the live stock industry of the West.

Well Equipped Yards

The new stockyards, which were opened on August 14 by Sir R. P. Roblin, premier of Manitoba, before a large and representative gathering of stockmen, are situated in St. Boniface, about five miles from the corner of Portage avenue and Main street, and are some 232 acres in extent. Of this land 25 acres are built and fenced and fitted with every convenience for the handling and transportation of stock. The yards are 1,900 feet in length, 350 feet wide and are capable of handling at present 450 cars and when the land is all used up, 25,000 head of live stock daily. Three blocks of covered sheds to accommodate cattle, sheep and hogs, are fitted with water connections, electric light and feeding appliances, and the floors are all concrete. The system of water troughs in the shape of four pens, corner to corner, with the water pipe in the centre, supplied from a tank holding 150,000 gallons and fitted with a revolving faucet is a particularly convenient one, and saves a great deal of time and labor. The fire protection provided is also ample. A particularly interesting feature and a most important one, is the 60,000 lb. Fairbanks weigh scales, with a self-registering device, making three duplicates of the weight, one for the buyer, one for the seller and one for the weighmaster, and the exact weight is also seen by both buyer and seller on the outside of the counter.

Yards Cost \$800,000

The yards, which cost \$800,000.00, are bounded by the three railways. The C. P.R. has access on the West, the C.N.R. on the North-East, and the G.T.P. on the East. Each of the railways does its own switching, but in a short time the Public Markets, Ltd., will own its own switching engines. The buildings on the grounds consist of an administration building, built of concrete with outside brick walls and standing three stories high, in which are the offices of the commission firms, the railway and yard officials, stock exchange assembly room and a branch of the Bank of Montreal. To the west of this building are the power house and water tank, while a storage barn for feed for the stock, covering a total of 350,000 square feet, and a stable for the horses, complete the present buildings. It is proposed to build at an early date, an abattoir and cold storage plant, on ten acres of government owned land to the west of the yards, and the city of Winnipeg has been offered a bonus of \$50,000.00 by the pro-

W. Buckpitt is superintendent, and the directors are: J. R. Cameron, W. Sanford Evans, H. H. Brewer, J. Manson, and Stephen Benson, of Neepawa, together with a representative from the Departments of Agriculture of Saskatchewan and Alberta.

Such is a short description of Winnipeg's new Union Stockyards, which were described by the premier of the province at the opening ceremony, as one of the best equipped on the continent of North America.

How Winnipeg Was Hampered

Winnipeg, for some years back, has been greatly hampered by inadequate stock yard facilities, and want of space for the proper sorting out of stock, the old yards of the C.P.R. being much too small for the number of stock handled, besides stock coming over the C.N.R. and G.T.P. had to be transferred to the lines of the C.P.R., and considerable delay and dissatisfaction always resulted. With



View of North Section of the New Union Stockyards, Winnipeg

the new yards and increased transportation facilities, it is expected during the next few years, that stock shipments will materially increase, and better service will be afforded to both buyer and seller. Winnipeg is now on a par with the cities of Toronto and Montreal, and is the third city in the Dominion to possess a Union Stockyard. Many minor details have yet to be discussed and adjusted before the undertaking will work satisfactorily to both buyer and seller, but the stockyards should work out their own salvation and prove an inestimable boon to the live stock industry of Western Canada.

At a largely attended meeting of the Western Live Stock Shippers' Association, held in Winnipeg, on August 13, a

"There is no doubt at all as to loss of grain in transit, and further, no question but that a railway company should recompense the farmer for this loss, and whatever regulations can be adopted which would make the handling of grain more accurate undoubtedly would be proper. I am afraid, however, that stencilling the cars in inches would merely lead to contention between shippers and carriers without arriving at any useful conclusion.

"It is obvious that, with grain at a certain height in inches in one part of the car, the height may be entirely different in other portions and it is impossible—at least I think so—in the ordinary everyday loading of a car to practically take a dead level and ac-

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