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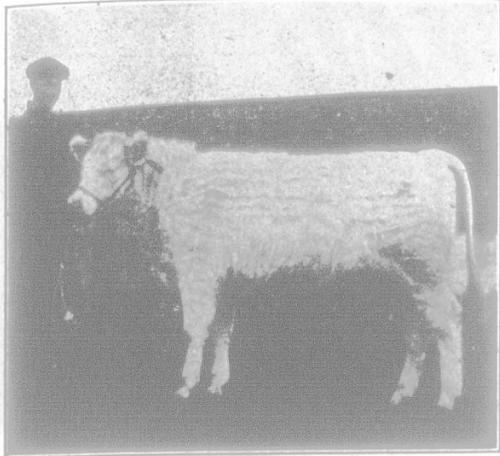
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foreman, who thus is able to give the company a record of all the stock left in its charge.

Cattle go into empty pens which are already bedded and fed. That is to say, the first feed of hay is supplied by the Stock Yards Company, and the pens are made clean and fit for the cattle. Any further feed that is used must be paid for by the commission firm, or by whoever is selling the stock. Hay is sold at the rate of \$2.25 per hundred pounds, and is the only feed that is fed on the market to cattle, sheep and calves. Barley



Zoe of Spring Grove.

Consigned to the London sale by H. C. Robson, and purchased by J. Redmond, Kerwood, at \$625.

chop is fed to hogs, and there is a limit of 5 pounds per head of hogs, beyond which amount feed cannot be given. This, by the way, is a matter of protection to the buyer, who does not want to pay 15 cents per pound for an altogether unnecessary amount of chop or other feed, which the hog may be carrying at the time it is weighed. As a rule, live stock does not stay in the yards more than twenty-four hours, so that not a great deal of feed needs to be purchased for each carload of stock. But if it is necessary, on account of a slow market, or because the stock has been sent to market a day early, to purchase feed, a ticket is presented to the Company by a representative of the commission firm requisitioning a certain amount of feed. The commission firms are then held responsible for every pound of feed purchased in this way.

STORING AND WEIGHING.

The cattle have now arrived at what is known as the sale section of the yards, where most of the pens are large enough to accommodate carload lots. There may, however, be odd animals in the carload which are likely to affect the price. These, as a rule, are separated and put in what are known as "cut out" pens, where they are sold as individuals or as small lots. After the cattle or other stock have been sorted and graded, so as to appear best on the market, they are ready for the buyer. Monday morning, of course, is the best market of the week, and although the market continues throughout the whole week, most of the business is done on Monday. After a lot of live stock has been sold, and is going, we will say, to a certain packing company it then becomes necessary to weigh the lot that has been purchased. It will be remembered that the pens are locked by the Stock Yard Company as soon as a carload of stock was delivered to them. The commission man may obtain the release of a carload from a certain pen by signing the ticket held by the Stock Yards Company. This signature relieves the Company of further responsibility, and the commission firm is at liberty to move the stock to the scales and have it weighed whenever it wishes. There are six large automatic scales on the yards, and a carload of stock can be weighed at one time on each of these scales. One of the regulations enforced by the Live Stock Branch of the Dominion Department of Agriculture is to the effect that when a carload of stock is weighed, the weight certificate must also carry the name of the commission firm, the name of the buyer, and the price at which the sale was made. This makes the market open and above board, and is the means of establishing a straight market price. After weighing, the stock must again be penned before it is driven to the packing house by the buyer. Before it leaves the scales an employee of the Stock Yards Company again makes out a ticket for a certain pen assigned to the packing firm, and the delivery is made to this pen by the Company in exactly the same manner that it was delivered to the first pen at the time of unloading. The packing companies have what are called "pot pens" that hold from three to four hundred hogs, or large lots of other stock, and are especially constructed to take care of the packers' "buy." The packing firms usually drive their "buy" once a day, although if the run has been heavy they may not drive all of the purchase the same day.

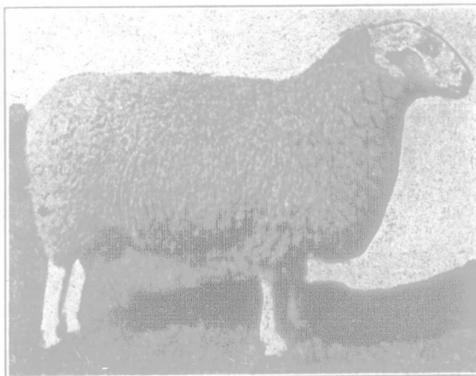
Of more than ordinary interest in this connection is the treacherous work of "Billy" and his "kid" assistant shown in one of the accompanying illustrations. Billy's job is to play upon the unsuspecting confidence of sheep and lambs as any one of their kind will who play the part of the leader. It is easy enough to move sheep if they know where they are going, and Billy is maintained solely for the purpose of playing upon their innocence, and leading the various lots of sheep and lambs to the packing houses and their ultimate execution. Undoubtedly, this is plain treachery on the part of Billy, but neither he nor his kid assistant, who is being trained

to follow in the footsteps of the old man, seem to recognize that such actions on their part constitute anything but the exercise of sterling integrity and moral uprightness. His brazen wickedness and nefarious tactics are further illustrated by a procession of innocents winding its way along "Death Alley" under his guidance. The work of "Judas," the twelve-year-old Holstein who performs a similar function in the cattle department to that exercised by Billy among the more innocent sheep and lambs is also depicted in another illustration, where Judas can be seen guiding a bunch of bullocks across the railroad tracks to the packing house and their timely death. No realization of his real purpose seems to show in the actions of this Black and White scoundrel; and those behind him whose nature it is to follow a leader do so apparently with the utmost placidity and fearlessness.

HANDLING THE MANURE.

Practically the same system of handling stock is followed with cattle, sheep and swine. The hog pens are never cleaned out in the ordinary manner. They are, however, cleaned daily by means of water and a hose, and the refuse is flushed down into the sewer. The cattle pens are cleaned with a large number of small, one-horse dump carts which are able to drive into the pens and turn around. The manure is then carted out to the rear end of the yards and taken up on an elevated platform, from whence it is dumped into manure cars. The Stock Yards Company sells about one car of manure per day, the most of which goes to fruit growers in the Niagara district at a price which at the present time, we understand to be \$1.25 per ton, loaded on the car. A car will hold from 30 to 50 tons, depending upon the weather and the amount of moisture in the manure. Ninety per cent. of this manure is shipped out on the Grand Trunk Railway.

Every car that comes to the yards must be cleaned before it can be loaded again, and an inspector of the Health of Animals Branch is present to see that this is done. The railways pay a contractor 75 cents per car to clean it and take care of the manure, while this charge is eventually paid by the shipper to the railroad. As a matter of fact, the Health of Animals Branch will not allow a car to be moved after it has been unloaded until it is cleaned, unless it is merely for switching purposes. It may be well to say that the cars are bedded



Leicester Ram.

Winner at London for J. Packham & Sons, Caistor Centre, Ont.

again with either shavings, sand or straw. It costs about \$1.50 per car to bed with shavings, and according to the amount required, if straw is used. The alleys of the stock yards are swept clean by a sweeper, somewhat similar to a street sweeper, so that every reasonable precaution is taken to make the surroundings sanitary and wholesome.

CAPACITY AND CHARGES OF THE YARD.

Some idea of the quantity of stock handled on the yards may be indicated from the fact that the hog house has a capacity of 7,500 hogs when full. Ordinarily there may be 4,000 or 5,000 hogs on the yards on a good market day. The heaviest run that the yard has known is about 10,000. Each carload carries from 50 to 80 hogs, with an average of probably 70. Nearly all cars are single-deckers, most of the double-deckers which carry from 150 to 200 hogs going direct to the packing houses. About 8,000 cattle can be put away comfortably in the yards, although as many as 11,000 or 12,000 have been handled. The sheep capacity is about 5,000. Seventy-five per cent. of the receipts of the yards are taken in at night, and as many as 5,000 cattle have been handled during a Saturday night between 11 p.m. and 7 a.m. the business done on the yards amounts to about \$1,000,000 weekly.

In addition to the charge made by the commission firms for selling the stock, the Stock Yards Company must, of course, charge for the service it renders. There is a charge of one dollar per car for unloading; in addition to this there is an insurance charge of twenty-five cents per head for cattle, ten cents for calves, six cents for hogs, and five cents for sheep and lambs. This charge covers the whole storage charge during the time the stock stays in the yards, whether it is one day or one week. If it should happen that the stock is purchased again to go back to the country, as "light" hogs, or stocker and feeder cattle, the Company will load the cattle free of charge but make a charge for any straw necessary.

IMMATURE CALVES AND DEHORNING.

Two points further might be of interest. One is with reference to the way sales are made. It is rare

that hogs or any other class of stock, except, perhaps, inferior grades of cattle, are "dollared"; that is to say, they are all bought by the pound, so that guess-work, except as regards the dressing percentages of the stock, is eliminated as far as possible. A large number of the light hogs, as well as stockers and feeders, are picked up by speculators, who re-sell them to farmers to go back to the country for further feeding. It is of interest to note that according to a comparatively recent regulation of the Federal Government it is unlawful to market immature calves; calves that may have been born on the market, or that are less than ten days old are not considered fit for human food. Formerly, these used to be purchased by Jews, but it is now compulsory to send them to the packing houses where they are "tanked."

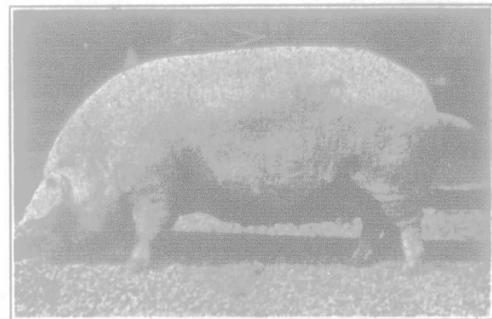
The quality of live stock reaching the market is not nearly as good as it might be. There is far too much unfinished stock marketed that is otherwise good. Ordinarily, there is a market for any quantity of stock on the market, provided it is well finished, and invariably the better finished stock will be sold before the owner of inferior stock has found a market. It would be better if more of the stock was dehorned before feeding and marketing. As a matter of fact, the Stock Yards Company has a dehorning chute, through which 45 to 50 head of cattle per hour can be passed and dehorned. This service will be given to any shipper or commission firm requesting it, but there is not nearly so much demand for its use now as there was some years ago. This is largely due to the fact that many feeders dehorn cattle at home or when they are calves.

Preparing Bulls for the Sale Ring.

In a previous issue the question of rearing and feeding bulls was discussed; in the following paragraphs the preparing of the animal for the sale-ring is gone into more in detail. While bull sales are more common in early fall and spring than now, one must bear in mind that keeping the animal in condition and form during the winter makes it easier to make it appear to best advantage for the sale. The points discussed are applicable to the breeder fitting for private sale as well as for public auction.

The care of the horns should begin early in the year, by putting weights on those that appear to be going up higher than the desired level. The treatment of the horns proceeds in the three stages—removing the rough covering and taking a little off the ends if necessary, smoothing off, and polishing. The coarse outer covering may be removed with a rasp, and the horn may be shortened up a little with a small saw, or, in the case of young bulls, chipped off with a sharp knife, afterwards rounding off with the rasp. The smoothing should be done by scraping with a piece of glass, taking care to scrape with a long stroke right out from the base to the tip of the horn; this may be followed by coarse and then finer sandpaper cut into strips and worked back and forth around the horn. A good polish may be made by mixing raw linseed oil and whiting to a creamy consistency. This should be applied with a rag rubbing over the horn; the whiting fills up the small holes in the horn, and the oil puts on the polish. The polish is made with a strip of dry flannel cloth, rubbing back and forth as a shoe shiner polishes shoes. It is marvelous the difference that can be made in the appearance of a head by putting a fine polish on a horn that has been trimmed down to a nice amber shade.

The bulls should be well washed before leaving home, and well washed at the sale. If bulls have been stalled, and have not been washed regularly and curried often, there is apt to be more or less manure on the hips. It will pay to take considerable time and wash this off rather than "peeling" it off and having the bull come into the ring spotted like a leopard. It looks



Chester White Sow.

Champion at Toronto for W. E. Wright & Son, Glanworth, Ont.

bad, and further, there is no hair left to dress on the hips; there never was a bull yet whose thighs and twist couldn't be "helped" by waving the hair. Plenty of warm water and soap, and a good stiff brush, will soon wear off a coating of manure. In the washing, start along the back, working up a good lather, using a stiff brush and the hand, and wash until the lather comes off white and free from dirt. Work gradually down the sides, taking one strip at a time, finishing that before working farther down. When the washing is completed, the whole body should be rinsed to remove the soap and prevent blistering. The Shorthorn is generally shown with the hair waved; this should be done after the washing and while the hair is still wet. The hair is combed straight down with a curry comb having one row of teeth. Then, with this comb, or with a six-row