

REPORT OF Co-Operative Livestock Shippers' Convention

Winnipeg, Man., Feb. 16 and 17, 1920

MONDAY NIGHT, February 16th, 1920, 7.30 p.m.

THE chairman, Mr. Rice-Jones, opened the discussion by briefly sketching the history of co-operative livestock shipping and the rapid growth of the livestock business of United Grain Growers Ltd. Last year approximately five thousand cars were handled, and, in the month of October last, the number ran to one thousand cars.

While the volume of stock handled seems considerable, it is probably very small compared with what it will be five or ten years from now. From the enthusiastic responses to the invitation to the convention, it is probable that it will be made an annual affair and the greatest good was to be expected from it if everything was discussed frankly.

THE SHIPPING AGENT AND HIS DUTIES

Mr. Freer opened the discussion of the appointment of a shipping agent and his duties, and dwelt on the need for appointing the best man that can be secured. "We have a great many shipping agents coming to us," said Mr. Freer, "with stock at the present time and there is a clear-cut distinction between the work of the efficient shipping agent and the inefficient one. Some agents come as far as the city with their stock and simply telephone to see if it has arrived and if there is no trouble experienced they may not turn up at the stock yards at all. Then we have the other man who will come direct to the yards, see his stock weighed, see that it figures out right and give us the benefit of all the information he has." Mr. Freer went on to state that the most successful shipping associations are those that have a good shipping agent and contended that shipping agents should be given such remuneration as would encourage them to give their best service to the work.

The tarring or marking of stock was the cause of much trouble and shipping agents should be extremely careful to see that every man's stock is marked so there be no mistakes in identification.

The weighing of hogs at country points needed to be carefully attended to, particularly as many country scales are not as reliable as they should be. Careful feeding and watering in transit is also necessary. Where shipping agents do not attend to this properly, there is danger of heavy shrinkage.

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