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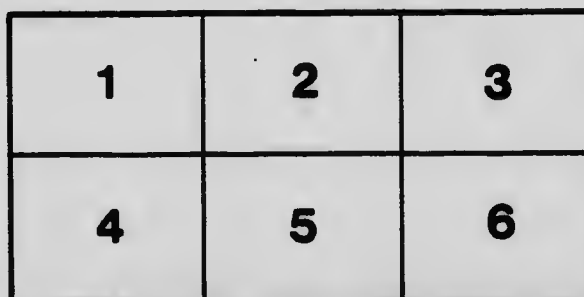
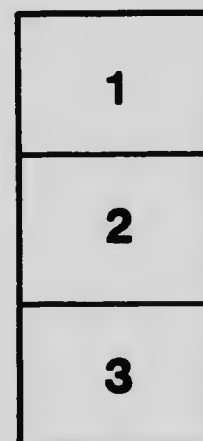
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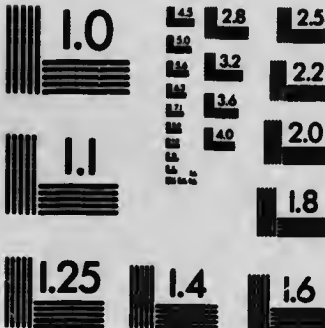
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GOVERNMENT OF THE PROVINCE OF SASKATCHEWAN  
DEPARTMENT OF AGRICULTURE  
CO-OPERATIVE ORGANISATION BRANCH

# CO-OPERATIVE LIVE STOCK MARKETING

BY

W. W. THOMSON, B.S.A.  
DIRECTOR, CO-OPERATIVE ORGANISATION

*THIRD EDITION*

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*PUBLISHED BY DIRECTION OF THE HON C. A. DUNNING,  
MINISTER OF AGRICULTURE.*



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## LETTER OF TRANSMITTAL.

REGINA, SASK., October 11, 1919.

HON. C. A. DUNNING,  
*Minister of Agriculture.*

SIR,—I beg to enclose herewith a revised edition of Bulletin No. 41, which I recommend be published. When the original edition of this Bulletin was prepared in 1914 the co-operative shipping of live stock was practically unknown in Canada. Following the publication of the Bulletin nine co-operative associations in Saskatchewan undertook co-operative live stock marketing during 1914, disposing of a total of 30 car loads that season. From this small beginning the co-operative system of marketing has spread to all parts of the prairie provinces so that during the year just closed upwards of 4,000 co-operative shipments were disposed of on the Union Stock Yards at Winnipeg in addition to hundreds of cars at other markets.

The recent establishment of the Co-operative Stock Yards at Moose Jaw and Prince Albert will open a still larger field to the movement. There are still many districts in Saskatchewan in which the benefits derived from co-operative shipping are unknown. It is the purpose of this Bulletin to bring to these districts a knowledge of these benefits and supply up to date information in regard to present stock marketing facilities.

Yours faithfully,

F. H. AULD,  
*Deputy Minister of Agriculture.*

## CO-OPERATIVE LIVE STOCK MARKETING

The success of farming, like every other producing business, depends not only upon the use of proper methods in production, but also upon the exercise of business acumen in marketing the products of the business. During recent years our agricultural colleges and experimental farms have done much to introduce improved methods of production, but if our farmers are to obtain a reasonable return for their investment of capital and labour they must resort not only to scientific methods of production but must also find the shortest and least expensive route between the producer and the consumer. Every necessary expense in the distribution of farm produce becomes a charge against the produce and must eventually be deducted from the price which the farmer receives.

During the early years in this province, when grain was practically the only produce marketed from our farms, the farmers learned the importance of proper methods in grain marketing and after trying various remedies finally solved the problem by establishing our co-operative elevator system, through which they can dispose of their grain at a minimum of expense and risk. With the advent of mixed farming the marketing problem became much more complicated, different outlets having to be found for each commodity.

For many years one of the most serious problems confronting the farmer has been how to dispose of his live stock so as to obtain its full market value. The introduction of the co-operative marketing system in 1914 was the most practical solution devised and the returns realized have been so satisfactory that upwards of four thousand cars of live stock were disposed of in this way during 1918 by the farmers of the three prairie provinces.

### STOCK MARKETING ASSOCIATIONS AND THEIR ADVANTAGES.

A co-operative stock marketing association is simply an organization through which the farmers in a district unite to make up car lots of live stock which are then forwarded to some central market to be sold where competitive bidding is assured, the proceeds from the sale, less the manager's commission and all necessary expense, being distributed to those supplying the animals in proportion to the prices received for their stock.

The advantages of this method of marketing may be briefly enumerated as follows:

1. It eliminates the local or travelling buyers, with the attendant duplication of work and the heavy expense for salaries, livery hire, etc., which their operations entail.



2. It brings the producer and consumer one step closer together, insuring better prices to the former and cheaper meat to the latter.
3. Each farmer's stock being sold by itself each receives only the just reward for his efforts.
4. The small producer is placed in a position to command the same prices as the farmer having a car lot or more for sale.
5. Working together with others who are producing under the same conditions as themselves, the members in the association become enthused with a spirit of friendly rivalry and are inspired to put forth every effort to produce high class stock which will bring in the best returns.
6. A number of marketing associations having been organised in adjacent towns along a given line of railway and shipping on the same days will be able to secure special stock trains to convey their shipments to the central markets, thereby reducing the time required to move the stock and effecting a considerable reduction in shrinkage, which results in a direct gain to the shipper. Incidentally it may be mentioned that shipments made as above outlined can be handled much more economically by the railway company than if forwarded in the ordinary haphazard manner.

### THE LIVE STOCK INDUSTRY IN SASKATCHEWAN.

Much thought and energy has been expended in an effort to build up the live stock industry in this province. In the early days ranching was the principal business of the west, but with the advent of railways settlers flocked into the country, grain growing was introduced and has now almost entirely replaced the ranching industry. Exclusive grain growing, however, has never been found either a satisfactory or permanent system of agriculture, and scientists have long since demonstrated that live stock have, of necessity, a place on every well organised farm. Our people have not been slow to grasp this fact and the provincial government has expended no inconsiderable sum of money in an effort to aid in building up our live stock industry on a sound basis. A large number of pure bred sires have been brought into the province and sold to the farmers at cost, high class females have been imported by the car load and sold on credit terms, substantial grants have been made to the agricultural societies and fair boards of the province and every effort has been made to encourage the production of large numbers of live stock.

Notwithstanding the activity of the government, the exceptional suitability of our country to stock raising and the natural aptitude which many of our people have for the business, the number of live stock in the province has not increased in proportion to the increase in population. That this is so is, no doubt, partially due to the unfavourable conditions under which many of our farmers are marketing their stock, and until some improvement is made in this connection little permanent

advance can be expected. What is most needed at the present time to develop the live stock industry is organisation among the live stock men for the co-operative marketing of their stock combined, where possible, with organisation for the purpose of developing special lines of animals in given localities or what is commonly called "community breeding."

### PRESENT MARKETING SYSTEM.

Under our present system, apart from co-operative shipping, there are but two ways in which a farmer with an average amount of stock can dispose of his surplus animals. He can wait until a butcher or stock buyer comes round to his farm and makes him an offer for his stock or he can take the animals to the nearest town and accept what the butcher, or buyer, will give. Under either circumstances he is at a decided disadvantage. The butcher, or buyer, is always in close touch with the outside market, regarding which the farmer may have but scanty information. The buyers are experts in their business, being able at a glance to make an accurate estimate of an animal's weight and to judge to a nicety just how much it will dress out, how much choice meat will be in the carcass. The farmer has no particular knowledge along any of these lines. He may not be satisfied that the price offered is just, but he knows he has to sell the animal; that he can do better elsewhere is uncertain, and rather than risk a possible loss and certain delay he usually accepts the price offered. It is true that if he has a car load he can ship to some outside market where there is competitive bidding, but the average farmer cannot hope to start into stock keeping with a large number of animals. So long as he has only three or four cattle or a dozen hogs to offer he is not in a position to obtain top prices from the local buyers and even carload lots, unless exceptionally uniform in type and of high quality, will not bring the best returns.

The present system is also unduly expensive in that there are often four, five or more buyers operating in one locality. These men drive about from farm to farm picking up a few head here and there, several days being often required before they have enough to fill a car. This all adds to the cost of marketing, for the salaries of these men and the large livery bills which their operations entail must eventually be borne by the stock producers. One man, centrally located and having the confidence of the stockmen, by using the rural telephone can handle all the stock in a given district without any outlay for livery and if paid a commission on sales, it will be to his interest to keep in close touch with market conditions in all the market centres of the country so that he can sell to the best advantage.

## HOW TO ORGANISE A STOCK MARKETING ASSOCIATION

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In view of the fact that live stock marketing associations, operating for a number of years, will accumulate a considerable reserve fund, and also because railway companies and others would prefer to do business with associations having legal status, it would be advisable for such associations to incorporate under the Agricultural Co-operative Associations Act. The fees for registration under this Act amount to \$4.50, and incorporation under it would not only give the associations legal standing, but as all concerns incorporated under this Act are required to conduct their business under a set of standard bylaws it would insure uniformity in organisation. This would facilitate federation should a number of marketing associations later desire to form a central selling agency. Copies of The Agricultural Co-operative Associations Act, the standard bylaws, and such supplemental bylaws as would be required for the regulation of a live stock marketing association can be obtained, upon request, from the Director, Co-operative Organisation, Department of Agriculture, Regina. Information regarding freight rates, markets, etc., can also be obtained from the same source, the services of the Co-operative Organisation Branch being at all times at the disposal of persons desirous of organising any kind of practical agricultural co-operative association.

If, however, the association purposes operating without capital and intends confining its activities entirely to the sale of live stock it would not be absolutely necessary to have it incorporated. Perhaps scarcity of funds, uncertainty as to the duration of the association or other reasons might make it inadvisable to incorporate. This is a detail which, while important, is not vital to the success of the movement.

In any event, the first step would be for a number of those interested to gather data in regard to available markets and the cost of conveying their animals to those markets. Then if it is found that the spread between the prices on the central markets and those offered by the local buyers is unduly large, a meeting of all the stockmen in the district should be called. The data which has been gathered should be laid before them and if possible an agreement reached to organise a live stock marketing association through which all live stock in the district shall be marketed.

The question of incorporating the association should then be discussed, and if it is decided to have the association registered the necessary forms should be secured from the Director, Co-operative Organisation Branch, Department of Agriculture, Regina. If the association is not to be incorporated, a constitution and bylaws should be drawn up and signed by all of the members. The following constitution and bylaws, with perhaps a few alterations, will prove suitable for any co-operative live stock marketing association.

## SUGGESTED CONSTITUTION AND BYLAWS.

### ARTICLE 1.—NAME:

The name of this association shall be The.....  
Co-operative Live Stock Marketing Association.

### ARTICLE 2.—OBJECTS:

The objects of this organisation shall be to obtain reasonable prices and to secure the best possible results for its members in the marketing of live stock.

### ARTICLE 3.—HEAD OFFICE:

The head office of the association shall be situated in....., and its operations shall be confined to the territory tributary to that point.

### ARTICLE 4.—TIME:

The time over which this organisation shall extend shall be indefinite (or have a set time as may be desired).

### ARTICLE 5.—MEMBERSHIP:

Any farmer, or stock raiser, resident in the vicinity of ....., and wishing to make use of the marketing facilities afforded by this association shall be admitted to, and shall enjoy all the privileges of membership, upon the payment of a fee of \$.....and subscribing to the constitution and bylaws of the association.

### ARTICLE 6.—MEETINGS:

(1) *Annual Meeting*—An annual meeting of the association shall be held each year in the month of January upon such date and at such hour and place as may be determined by the directors.

(2) *Special Meetings*—The directors may, whenever they think fit, and shall upon a requisition made in writing by not less than one-fifth in number of the members of the association, call a special meeting of the association.

(3) *Notice of Meetings*—At least ten days' notice of every general or special meeting shall be given by advertising the place, date and hour of the same in at least one newspaper circulating in the district, and by mailing a notice to the same effect to the address of each member as registered at the office of the association.

(4) *Quorum*—At any general or special meeting one-fifth of the registered members of the association shall constitute a quorum.

(5) *Adjournment*—If within one hour from the time appointed for any meeting of the association a quorum be not present, the meeting, if convened upon the requisition of members, shall be dissolved; in any other case it shall stand adjourned to the same day in the next week at the same time and place; and if at such adjourned meeting a quorum be not present it shall be adjourned *sine die*.

#### ARTICLE 7.—ELECTIONS:

(1) *Voting*—At all meetings of the association each member in good standing shall have one vote and a majority vote of the members present shall decide all questions.

(2) *Eligibility*—Any member in good standing shall be eligible to be elected as a director of the association.

(3) *Nomination and Election of Directors*—Candidates for the position of director shall be nominated openly at the annual meeting, and shall be elected by secret ballot.

#### ARTICLE 8.—OFFICERS:

(1) *Board of Directors*—At the first general meeting a board of six directors shall be elected by and from the members of the association. Two directors shall be elected to hold office until the first annual meeting. Two directors shall be elected to hold office until the second annual meeting and the remaining directors shall hold office until the third annual meeting. At each annual meeting two directors shall be elected to replace the retiring directors. Directors so elected at any annual meeting shall hold office for three years.

(2) *Officers*—The presiding officers of the association shall be a president and vice president, and these shall be elected by the directors from among their own number at the first board meeting after the annual meeting and shall hold office until the next annual meeting.

(3) *Election of Auditor*—At the first general meeting of the association, and subsequently at each annual meeting a competent auditor shall be elected by the members.

(4) *Vacancies*—If the office of the auditor shall become vacant or a vacancy shall occur in the board of directors such vacancy may be filled by the directors, but any person so appointed shall retain his office only so long as the vacating auditor, or director, would have retained the same if no vacancy had occurred.

(5) *Removal of Directors*—The association at any annual meeting, or at any special meeting duly called for that purpose, may by a special resolution, indorsed by a majority of the members, remove any director before the expiration of his period of office, and may by an ordinary resolution appoint another person in his stead; the person so appointed shall hold office during such time only as the director in whose place he is appointed would have held the same if he had not been removed.

#### ARTICLE 9.—POWERS AND PROCEDURE OF DIRECTORS:

(1) *Powers of Directors*—The directors shall have the general management and control of the business and property of the association.

(2) *Meetings of the Board of Directors*—Meetings of the board of directors shall be held at such times and places as the board shall determine.

(3) *Quorum at Directors' Meetings*—At any meeting of the board a majority of the directors shall constitute a quorum.

**ARTICLE 10.—DUTIES OF THE PRESIDENT:**

The president shall preside at all meetings. He shall call meetings of the board and of the association whenever necessary and shall advise with and render such assistance to the manager as may be in his power. In the absence of the president, the vice-president shall have and exercise all the rights and powers of the president.

**ARTICLE 11.—APPOINTMENT AND DUTIES OF THE MANAGER:**

The directors shall appoint as business manager a person qualified for the position who may, or may not, be a member of the board of directors. He shall keep a record of the proceedings at all meetings of the association, and of the board of directors, and shall also perform such special duties as are assigned to him by the bylaws of the association. His remuneration shall be fixed from time to time by bylaw of the association. The manager shall furnish such security as may be required by the board of directors.

**ARTICLE 12.—DUTIES OF THE AUDITOR:**

At the close of every calendar year and prior to the holding of the annual meeting of the association, the books of the association shall be closed and the auditor shall have access to all the books and accounts of the association, and shall examine the general statement of the receipts and expenditures, funds and effects of the association, and verify the same with the accounts and vouchers relating thereto, and shall either sign the same as found by him to be correct, duly vouched and in accordance with the law, or specially report to the association in what respect he found any entry or account to be incorrect, unvouched or not in accordance with the law.

**ARTICLE 13.—AMENDMENTS:**

Amendments to this constitution may be made by a two-thirds vote of the members present at any regular or special meeting of the association, provided that due notice of the meeting has been given as provided for in section 3 of article 6.

**ARTICLE 14.—BYLAWS:**

Bylaws governing the operations of this association may be made from time to time in the manner prescribed for making amendments to this constitution.

**SUGGESTED BYLAWS.**

1. *Manager to be notified re stock ready for shipment*—All members who desire to market stock through the association shall report to the manager the kinds of stock and the number of each kind which they intend marketing, and approximately the time when the animals will be fit to be marketed.

2. *Ordering Car and Loading*—When a sufficient amount of live stock to make a full carload has been reported as being ready for market the manager shall order a car and notify each member having stock listed, stating the date and hours at which the stock is to be delivered for loading.



3. *Special Duties of Manager*—In addition to the duties assigned him by the constitution or other bylaws of this association the manager shall be at the stock yard on the dates and at the hours set for the delivery of stock, and shall receive, weigh, mark and load the animals on the cars. He shall have charge of and direct the sale of all shipments and receive all moneys therefor and pay the same to the shippers, less his commission and all other expenses incurred in making the shipment or when so directed shall send the money by mail to the shippers. He shall furnish a statement to every shipper showing the net weight, price received and expenses incurred in marketing his consignment. He shall keep on file all statements received from the commission firm selling the stock and shall keep a record showing the number of cars shipped and the amount of stock in such cars.

4. *Manager's Remuneration*—The manager shall receive as compensation for his services a commission of ..... cents per hundred pounds on the net weight at the final market of all stock marketed through the association, from which commission he shall pay for all extra help employed to assist in handling or loading the stock, and also defray any travelling expenses incurred in marketing the shipments; he shall, however, have the right to charge for any outlay for feed, bedding, materials needed to make partitions to separate the stock in the cars, etc., said amounts to be charged against the consignments on whose account they were incurred.

5. *Insurance and Sinking Fund*—Out of the receipts from the sale of every shipment there shall be deducted ..... cents (3 cents suggested) on every hundred pounds in weight of hogs or sheep and ..... cents (2 cents suggested) on every hundred pounds of cattle and the amounts so deducted shall be placed in such chartered bank as the directors may direct and shall constitute a fund which shall be used for paying losses that may occur through injury to stock while in the association's hands, or to purchase office supplies, postage stamps, or such equipment as the association may require.

6. *Payment for Stock Injured in Transit*—Any shipper whose stock has been accidentally injured while in the hands of the association shall receive the full amount for the same as though it had not been injured, and shall be subject to the regular rates of expense on the shipment. The payment of damages shall be based on a statement made by the commission firm having charge of the sale of the shipment, which statement shall show the amount received for the injured animal and the amount, in their opinion, which it would have brought had it not been injured. This statement shall be the final basis for the settlement. No damage shall be paid for an animal that was not in a healthy condition when received at the local yards by the manager.

7. *Sale of Stock for Nonmembers*—Animals will be accepted from and sold for nonmembers upon the same conditions as if supplied by members, except that double insurance fees will be charged on all such animals.

8. *Dates of Shipment*—Sufficient stock being available, shipments shall be made at regular.....intervals.

N.B.—The manager's commission should, we feel, be set at some amount between six and twelve cents per hundred pounds. The exact amount will vary with the distance from the marketing point and the volume of business to be handled. The shorter the distance and the greater the amount of business the smaller will be the commission required to make the work profitable to the manager.

## ESSENTIALS TO SUCCESS

The organisation is but the first and by far the easiest step towards the establishment of a successful marketing association. Having launched the enterprise, it is absolutely necessary that every member should patronise the association to the full extent of his abilities. While it may not be advisable to require members to enter into an agreement compelling them to market all of their stock through the association, yet it is imperative that all members give the association their entire patronage and whole hearted support. This is practically important just while the association is getting under way, for it is then that attacks from stock buyers, drovers, or others interested in securing the defeat of the association are most likely to occur. There is little likelihood of these middlemen relinquishing their livelihood without a hard struggle. In all probability price cutting, the circulation of misleading information and every other device which ingenious brains can formulate will be employed to induce members to leave the association before it has had an opportunity to demonstrate its usefulness, consequently it is very important that the members should be on their guard and definitely reject all advances designed to draw them away from the association.

Apart from the whole hearted support of the members the most important factor in insuring success is capable management. Men noted for their uprightness, business enterprise and integrity should be selected for directors, thereby inspiring confidence among the members. If possible a manager thoroughly acquainted with all matters appertaining to the marketing of live stock should be secured. The directors should serve without salary or other financial remuneration. If they possess the true co-operative spirit they will be quite willing to serve for the general good of the community without seeking individual reward. The manager, however, should receive such remuneration as will make it worth his while to give careful attention to all details of the business. Many an association has been wrecked through failure to realise the importance of a competent manager, or through unwillingness to pay adequately for the services rendered.

Another essential is simple, plain and accurate accounts, open at all times to all members, and showing clear, concise statements of results. Promptness in forwarding settlement for all stock marketed is also required if the continued support of the members is to be secured and the fullest possible information in regard to all matters connected with the marketing of the stock should be supplied. Many associations have a bulletin board at the stock yards on which from day to day the prevailing prices on the neighboring markets are set forth.



## DESIRABILITY OF UNIFORMITY IN STOCK MARKETED.

It must be recognised that the simple forwarding of stock in car lots will not alone insure enduring success. Attention must also be paid to the type and quality of the stock marketed. Uniformity in type is highly desirable. A car load which contains some animals of the dairy type and others of beef conformation is at a considerable disadvantage when placed for sale beside an equal number of animals all of the one type; moreover, a straight car load all of one breed will always bring a premium over a carload of mixed breeding, even although the latter may all belong to the one type.

To insure uniformity in the stock which the association will have for sale community breeding should be introduced. If all of the members in the association will agree to produce one breed of cattle and one breed of hogs they will soon be in a position to ship car load lots of uniform type. In addition to the increased prices which this will produce a considerable saving may frequently be effected, when each farmer has only a limited number of animals, through co-operation in ownership of sires. Moreover, a number of farmers by uniting can often purchase a high class animal which would be too expensive for one alone to buy, but which through the transmission of high class quality will do much to improve the stock of his owners.

Uniformity in condition must also be considered. The price received for a lot of mixed quality is always below the average. A few thin, or inferior animals in a car load will often so reduce the price of the whole that unless the poor animals are sold separately less will actually be received than if the choice animals alone had been sold.

To obtain the highest prices, excellence as well as uniformity of quality is essential. Stock in only average condition will command only average prices, but there is always a demand for an extra choice article and stock in the pink of condition will always obtain a premium. The stock marketing association which can supply car lots uniform as to type, breed and age, and of choice quality, is certain to obtain the maximum returns for its stock.

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## FORMS USED IN ACCOUNTING

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The system of accounting recommended for the use of stock shipping associations includes the following forms: 1. Cash Journal; 2. Member's Receipt; 2a. Member's Account Sales; 3. Manifest; 4. Shipment Record Envelope.

The Cash Journal—It is recommended that a multi-column cash book and journal combined should be used. The form illustrated provides for a detailed account of any supplies which may be handled as well as for recording the sales of live stock. This book and an ordinary ledger are the only books of record required.



**FORM No. 2**

(Name of Association)

## MEMBER'S RECEIPT

P.O. \_\_\_\_\_ 19\_\_\_\_

Received from \_\_\_\_\_ of \_\_\_\_\_ Bank.

[illegible]

**Welgher**.....

FORM No. 2A.

(Name of Association)

## ACCOUNT SALES

P.O. .... 19

In account with..... of..... Bank.

[illegible]

Weigher.....

Freight	Selling Com.	Inci- dentals	Y'd'g. & Feed	Labour	Total Ex- pense Cwt.	Total Expense Net Weight
						HOGS
						VEALS
						CATTLE
						SHEEP

Enclosed Find Cheque No.....For Balance Due

## MANIFEST.

To prevent mistakes and unnecessary delays, the commission merchants handling the shipment should be provided with a manifest.

(Form No. 3). This manifest should show the names of the shippers who deliver stock contained in the consignment with particulars regarding the number of head, the class of stock and the markings assigned to each. A copy of the manifest should be sent to the commission firm, a duplicate should be handed to the party who accompanies the shipment to market and a third copy should be filed in the shipping record envelope.

## FORM No. 3.

## MANIFEST

(Name of Association) .....

Date.....19.....

Shipped to .....

Address.....

Car No. .... Routing.....

Name	No. Head	Kind	Marking	Remarks

## SHIPPING RECORD ENVELOPE.

The shipping record envelope (Form 4) is used for the double purpose of filing the papers relating to the shipment so that they will be easily accessible at any time and of providing a form giving full information concerning the shipment. When the account sales has been received from the commission firm selling the stock the data which it contains are transferred to the form on the shipment envelope where the number of each kind of animals represented in the shipment is set down together with the home weight, the market weight and the percentage of shrinkage. The amounts of the different items of expense are then set down beside their respective items on the shipment envelope in the amount column and the charge per hundred weight on each of these is prorated under the respective kinds of animals in the shipment. The addition of these hundred weight charges would then give the total hundred weight charge against each class of animal which is used as a basis prorated upon the member's account sales. At the bottom of this form are shown the net returns on the shipment and the home expenses and deductions. The difference between these gives the total amount to be remitted to members. A notation at the side shows the date of the remittance and the number of statements covered by the remittance.

## FORM No. 4

## Shipment Record Envelope

(Name of Association)

Date ..... Shipment No. ....  
 Routing ..... Car Initials .....  
 Consignee ..... Car No. ....  
 Address ..... Sask.

Shipments covered by receipts No. .... to No. ....

Kind	Number	Home wt.	Market wt.	Per cent. shrinkage	Remarks
Hogs					
Calves					
Cattle					
Sheep					
Total					

Charges	At	Charge per hundredweight			
		Hogs	Calves	Cattle	Sheep
Freight					
Yardage and feed					
Selling commission					
Manager's commission					
Incidental expenses					
Labour					
Insurance fund					
Total					

Net returns on shipment .....  
 Home expenses and deductions .....  
 Total remittances .....  
 Remittances date ..... 19 ..  
 Statements No. .... to No. ....

To work out the returns due to each shipper, first obtain the shrinkage percentage from the shipping record envelope and then referring to the partially prepared copy of the member's account sales, work out the shrinkage on each class of animals by multiplying the home weight by the percentage of shrinkage. The difference between the shrinkage and the home weight on each is the basis upon which payment is to be made. This amount multiplied by the price gives the gross receipts for that member's stock. After deducting the individual expense against the shipment the amount remaining will be the amount due the member which should be mailed to him together with a copy of the account sales, the duplicate account sales being filed in the shipment record envelope.

## SELECTING A MARKET

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A marketing association operating in an ordinary small town in this province will find that practically all of its stock must, of necessity, be sent to some market. The local butchers may require a limited amount for home consumption and this the association would be wise to provide, so long as a car lot could be made up without the stock, and the butchers were prepared to pay a price which was in accord with that obtainable elsewhere.

Before definitely selecting a market the manager should acquaint himself with the conditions prevailing on all of the markets within reasonable shipping distance, the capacity of the various stock yards and of the abattoirs at each marketing centre, the fees charged at each point for weighing, yardage and feed, whether stock is sold as weighed from the car or after being fed and watered, the names and standing of the various commission firms and the fees charged for selling. These and other details will all have an influence on the returns received.

The manager should ascertain the freight rate from his station to each of the markets. This information can be had upon request from the local agents of the railway companies. He should also get data as to the relative distance to each and the probable time which it would take shipments to reach them. From this he could determine the probable shrinkage during transit and the cost of feed and water *en route*. These are very important considerations when stock has to be transported long distances.

The following data in regard to markets in Saskatchewan and elsewhere have been compiled from authoritative sources and should be of assistance to associations in selecting a satisfactory market:

### MARKETS IN SASKATCHEWAN.

At the 1918 session of the Provincial Legislature acts were passed providing for the organisation of two co-operative stock yard companies. Under these acts stock yards have been established at Moose Jaw to serve as a home market for the stock producers in Southern Saskatchewan and other yards have been provided at Prince Albert to serve a like purpose for the stockmen of the Northern sections of the province. Both of these yards are now in operation and buyers from outside points as well as from the local abattoirs are operating on the yards.

In addition to furnishing a home market for finished stock these yards are filling a long felt need inasmuch as they provide a convenient market at which feeder stock can be obtained. In the past when the Saskatchewan farmer wished to purchase such stock it has been necessary to patronise the Winnipeg or other markets, but the establishment of the new yards has eliminated the large travelling and freight ex-

penses entailed by purchasing at distant points. The following paragraphs give particulars in regard to the stock marketing facilities of these co-operative stock yards.

### MOOSE JAW.

The stock yards operated by the Southern Saskatchewan Co-operative Stock Yards Co., Ltd. occupy upwards of ten acres. Covered pens and yards provide accommodation for 42 carloads of live stock and open pens will accommodate 30 additional carloads. The stock yard equipment includes branding and dehorning chutes and dipping vats. The latter will be of value to persons shipping cattle from the range area to other ranching or farming districts inasmuch as they will be enabled to have their cattle dipped at Moose Jaw under the supervision of the Dominion Health of Animals Branch after which they will be free from mange regulations and may be moved to any destination. All railways entering Moose Jaw have access to the yards. The following is a schedule of the yardage charges:

On all stock weighed for the owner or his agent, stored, sold or offered for sale, or bartered.

Cattle, Horses and Mules .....	25 cents per head
Calves .....	10 " " "
Hogs. ....	6 " " "
Sheep. ....	5 " " "

Stock billed through, unloading for feed, water and rest.

Unloading .....	\$1.00 per car
Loading .....	1.00 " "

Stock for local delivery and not for sale in yards:

Loading cars originating in yards.....	1.00 " "
Unloading .....	1.00 " "

Stock billed through and local stock using squeezer will pay regular yardage charges.

Troughs for cars, slatting car, partitions, water barrels, feed racks for cars, etc., 25% over cost of labour and material.

Stock Yard Fire Insurance .....20 cents per car.

Feed is supplied at varying rates based on the wholesale market prices for the preceding month. (See Stock Yard Regulation No. 16.) The abattoir operated by Gordon, Ironside & Fares Co. has a weekly capacity of approximately 2,000 cattle, 3,000 sheep and 8,000 hogs. Other local slaughter houses also use a considerable quantity of stock.

Four commission firms, namely D. Coughlin & Co., Wood, Weiler & McCarthy, United Grain Growers, Ltd. and Parslow & Denoon have already opened offices on these yards and it is expected that other firms will soon be operating there. A complete list can at any time be obtained from the secretary of the Stock Yard Company. The commission fees charged on the Southern Saskatchewan Co-operative Stock Yards are as follows:



## SELLING.

Cattle per car; eighteen (18) cattle or twenty thousand pounds (20,000 lbs.) constitutes a car load.....	\$17.00
Less than car load, per head.....	.90
Cattle driven or hauled in, per head.....	1.00
Calves per car, single deck.....	14.00
Calves per car, double deck.....	20.00
Fifty-six (56) calves or ten thousand pounds (10,000 lbs.) constitutes a single deck.	
Less than a car load, per head.....	.25
Calves driven or hauled, per head.....	.30
Sheep and Lambs, per car, single deck.....	13.00
Sheep and Lambs, per car, double deck.....	18.00
Sixty-five to ninety sheep or lambs constitutes a single deck.	
Sheep and Lambs over and above maximum, per head.....	.20
With maximum charge for single deck.....	18.00
Less than car load, per head.....	.20
Sheep or Lambs driven or hauled in, per head.....	.20
Hogs per car, single deck, eighty (80) head or under.....	10.00
For all over eighty (80) head in a car, per head.....	.10
With maximum charge for single deck.....	16.00
Hogs per car, double deck.....	16.00
If more than one hundred and forty (140) hogs in double deck, the charge shall be ten cents (10c) per head extra.	
With maximum charge for double deck.....	20.00
Hogs driven or hauled in, per head.....	.25
Mixed cars:—A mixed car lot is one containing more than one (1) species of live stock. (Cattle and calves being considered one species.) .....	17.00
When two (2) box cars are used for one stock car, the commission charge shall be as follows:	
Cattle, per head.....	.90
Hogs, per head.....	.15
Calves, per head.....	.25
Sheep and Lambs, per head.....	.20
If the commission on two (2) box cars loaded in place of one (1) stock car does not total mixed car rate of seventeen dollars (\$17.00), then mixed care rate of seventeen dollars (\$17.00) shall be effective.	
The maximum charge on two (2) box cars shall be.....	34.00

## BUYING.

Cattle, per car.....	17.00
Hogs, per car, single deck.....	10.00
Hogs, per car, double deck.....	16.00
Calves, per car, single deck.....	14.00
Calves, per car, double deck.....	20.00
Sheep and Lambs, per car, single deck.....	13.00
Sheep and Lambs, per car, double deck.....	18.00
Cattle, less than car load lots, per head.....	.90



Hogs, less than car load lots, per head.....	.25
Calves, less than car load lots, per head.....	.25
Sheep and lambs, less than car load lots, per head.....	.20

#### PRINCE ALBERT.

The Northern Saskatchewan Co-operative Stock Yards, Ltd. have acquired 50 acres of property and have erected stock yards which occupy about ten acres. The yards and pens which are mostly covered provide accommodation for approximately 100 cars of stock. All railways into Prince Albert have access to the yards. The following is a schedule of the yardage charges.

Cattle, Horses and Mules.....	25 cents per head
Calves, .....	10 " " "
Hogs, .....	6 " " "
Sheep, .....	5 " " "

Stock billed through, unloading for feed, water and rest.

Unloading .....	\$1.00 per car
Loading .....	1.00 " "

Stock for local delivery and not for sale in yards.

Unloading .....	1.00 per car
Loading cars originating in yards.....	1.00 " "

Troughs for cars, slatting car, partition, water barrels, feed racks for cars, etc., 25 cents over cost of labour and material.

All Stock Yard Fire Insurance.....20 cents per car.

Feed is supplied at varying rates based on the wholesale market prices of the preceding month. (See Stock Yard Regulation No. 16.) The P. Burns Company abattoir of Prince Albert has a weekly capacity of approximately 4,000 hogs and 750 cattle while other local slaughter houses require considerable quantities of stock.

The list of commission firms doing business on the stock yards at Prince Albert is not available as the yards have just been opened. Interested parties should write to the Manager, Northern Saskatchewan Co-operative Stock Yards, Ltd., for list of firms and schedule of commission charges.

#### OTHER CANADIAN MARKETS.

Apart from the home markets just described, the principal Canadian markets of interest to western stockmen are those located at Winnipeg, Calgary, Edmonton and Toronto.

#### WINNIPEG.

The Union Stock Yards, situated in St. Boniface, are operated by the Public Markets, Limited. These yards have connections with all railway lines. Over 50 acres are now occupied by pens, mostly covered, loading and unloading platforms, trackage and buildings. The capacity of the yards is ample to accommodate 10,000 cattle, 6,000 hogs and 4,000 sheep and the equipment includes 5 stock scales and a branding

chute. The yardage fees, which include unloading and weighing, are, cattle 25c, calves 15c, hogs 7c, sheep 6c, horses and mules 25c, and colts 15c.

Handling through cars, \$2.00 per deck when not weighed in yards.

Loading cars originating in yards.....\$1.00 per deck

Feed Decks ..... 2.00 " "

Sanding cars ..... 3.00 " "

Slatting cars. Cost varies with amount of slatting.

Feed is supplied at varying rates based on the wholesale market price for preceding month. (See Stock Yard Regulation No. 16.)

There are four large abattoirs and two smaller slaughter houses operating in Winnipeg. These have a weekly capacity of approximately 4,650 cattle, 9,400 hogs and 2,000 sheep. The following is a list of the companies operating abattoirs in Winnipeg:

Swift Canadian Company,  
Gordon, Ironside & Fares,  
Gallagher, Holman & LaFrance.  
Western Packing Company,  
Manitoba Abattoir,  
Union Abattoir.

The following is a list of the commission firms who sell live stock on the Union Stock Yards.

Wood, Weiller & McCarthy,  
D. Coughlin & Company,  
Burns Bros.,  
Slotin, Spivak & Feinstein,  
Rice & Whaley, Ltd.,  
Speers & Whitten,  
United Grain Growers, Ltd.,  
McIntyre & Chambers,  
Squires & Company,  
Manitoba Live Stock Commission Co.

The fees charged by commission firms buying and selling stock at the Union Stock Yards in St. Boniface are the same as the fees charged on the Moose Jaw Yards. See page 19.

#### CALGARY.

Calgary has been the market for much of the stock raised in Southwestern Saskatchewan. The public stock yards operated by the Alberta Stock Yard Company, Ltd., cover an area of 29 acres and their yards and pens furnish accommodation for 5,000 cattle, 2,000 calves, 2,000 sheep and 600 horses. Their equipment includes a dipping vat and branding and dehorning chutes. All railways entering Calgary have access to the Yards.

The yardage fees, which include unloading, weighing and watering, are as follows:

Horses or Mules.....	25	cents	per	head
Cattle, .....	25	"	"	"
Calves, .....	10	"	"	"
Swine, .....	6	"	"	"
Sheep, .....	5	"	"	"
For dipping cattle.....	50	"	"	"
" " calves.....	25	"	"	"

Feed is supplied as at other yards in conformity with Stock Yard Regulation No. 16.

P. Burns Company, the Union Packing Company and the Calgary Abattoir each handle large numbers of animals daily. Nine commission firms operate on the yards.

The fees charged for buying and selling stock on the Yards are approximately the same as charged on the Moose Jaw Yards. See page 19.

Full list of the commission firms can be obtained by addressing the manager of the yards.

The Dominion Government maintains two offices on the Stock Yards, one for the Health of Animals Branch and the other for the Markets Intelligence Branch.

#### EDMONTON.

Edmonton has been the market for much of the stock raised in the northwestern portion of Saskatchewan. The Canadian Pacific Railway, the Grand Trunk Pacific and the Canadian National Railways have lines running direct from that territory to Edmonton. A public stock yard having a daily capacity of 125 cars is operated by the Edmonton Stock Yards, Ltd. All railways have access to these yards and Edmonton freight rates include delivery at the yards from all lines except the C.P.R. which, having to switch in over the C.N.R., charges a switching rate of \$2.50 per car. The yardage fees, which include unloading, weighing, etc., are, cattle 25c per head, calves 10c per head, hogs and sheep 5c per head, and horses 25c. Feed is supplied at varying rates based on the wholesale market prices for the preceding month. (See Stock Yard Regulation No. 16.)

There are three large abattoirs and two smaller slaughter houses operating in Edmonton. These have a weekly capacity of approximately 2,500 cattle, 8,500 hogs, 8,500 sheep. At present there are four commission firms operating on the Edmonton Stock Yards, the A. J. Hills & Co., H. P. Kennedy, Ltd., Wood, Weiller & McCarthy Co., and the United Grain Growers. The commission rates charged for selling or buying are, cattle \$15.00 per car, hogs \$12.00 per car, sheep \$12.00 per single deck and \$20.00 per double deck car.

The Dominion Government maintains two offices on the stock yards, one for the Health of Animals Branch and one for the Markets Intelligence Branch.

In addition to the public stock yards each of the railway companies has its own stock pens which are used for feeding *en route* or

for Edmonton deliveries not intended for market. The three abattoir companies, Swift Canadian Company, P. Burns & Co., and Gainers, Ltd., have their own yards at their plants into which stock that is consigned to them direct can be unloaded.

#### TORONTO.

The Union Stock Yards at Toronto will accommodate 8,500 cattle, 7,000 hogs, 5,000 sheep and lambs. On these yards the yardage fees are as follows:

Cattle .....	25 cents per head
Calves .....	10 " " "
Hogs .....	6 " " "
Sheep .....	5 " " "

Feed is supplied at varying prices based on the wholesale market prices for the preceding month. (See Stock Yard Regulation No. 16.) There are five large abattoirs operating in Toronto and these have a weekly capacity of approximately 40,000 cattle, 50,000 hogs and 50,000 sheep and calves.

There is a large number of commission firms selling stock on the yards and a complete list can be obtained on application to the Manager of the Union Stock Yards of Toronto, Ltd. The following is a schedule of the commission charges for selling stock on the Toronto yards.

Cattle, car lot of 20.....	\$17.00
Cattle, less than 20, per head.....	.85
Mixed cars containing cattle, minimum.....	14.00
Maximum .....	17.00
Sheep and Lambs, single deck.....	10.00
Sheep and Lambs, less than car lot, per head.....	.20
Calves, single deck.....	13.00
Hogs, single deck 50 or over.....	10.00
Hogs, less than car lot, per head.....	.20
Cattle off road, per head.....	1.00

# MARKET CLASSIFICATION.

Managers of marketing associations, and also those shipping stock through the associations, should inform themselves as to the classifications used on the live stock market patronised and the usual spread between the different classes, as lacking this information the market reports will have little significance to them. The following is the classification used by the Markets Intelligence Division of the Dominion Live Stock Branch in reporting on live stock markets.

<b>HEAVY STEERS</b> (1200 lbs. and over)		<b>BULLS</b>		<b>FEEDERS</b>	
Choice	}	Good	Good .....	Choice (950-1100 lbs.)	} Good .....
Good		Medium	Common ...	Good (800-950 lbs.)	
Medium		Bologna		Bulls	
<b>BUTCHER STEERS</b> (1000-1200 lbs.)		<b>CANNERS CUTTERS</b>		<b>STOCKER CALVES</b>	
Choice	}	<b>OXEN</b>		Choice .....	} .....
Good		Good		Good .....	
Medium		Medium			
Common		Common			
<b>BUTCHER STEERS</b> (700-1000 lbs.)		<b>VEAL CALVES</b>		<b>HOGS</b>	
Choice	}	Choice	} .....	Selects (150-275 lbs.)	.....
Good		Good		Heavies (275 & Over)	....
Medium		Common		Lights (below 150 lbs.)	....
Common	Common			Sows	.....
<b>BUTCHER HEIFERS</b>		<b>GRASS CALVES</b>		Stags	.....
Choice	Good .....	<b>STOCKERS</b> (450-800 lbs.)		<b>LAMBS</b>	
Good	Fair .....	Choice Breedy Steers	} Good .....	Choice Yearlings	} Good .....
Medium	Common	Medium Steers		Common Yearlings	
Common	Common	Common Steers		Bucks	Common
<b>BUTCHER COWS</b>		Choice Breedy Helpers	} Fair .....	<b>SHEEP</b>	
Choice	Good .....	Medium Helpers		Good Heavy	.....
Good	Fair .....	Common Helpers		Good Light	.....
Medium				Common	.....
Common					

## REGULATIONS FOR GOVERNMENT CONTROL OF STOCK YARDS

Under the provisions of the Live Stock and Live Stock Products Act passed at the 1917 session of the Dominion Parliament, provision is made that all public stock yards in Canada shall be operated under the direction of the Minister of Agriculture and in conformity with regulations to be prepared by the Minister and approved by Order in Council.

The following rules and regulations were approved by Order in Council on April 29, 1919, and apply to all stock yards in Canada.

### CONSTRUCTION AND EQUIPMENT.

1. Every stock yard shall be constructed and equipped to provide adequate accommodation for the transaction of all business reasonably to be anticipated with convenience, safety and despatch. No substantial alteration or addition shall be made in or to any stock yard until the approval of the Minister has been obtained.
2. There shall be provided sufficient platform space, unloading chutes and chutepens to permit prompt, safe and convenient unloading and loading.
3. There shall be provided reasonable protection for live stock against weather conditions.
4. There shall be provided windows in all buildings to light the same by day and there shall also be provided artificial light by night.
5. There shall be provided running water for live stock conveniently located in pens and stables.
6. There shall be provided accommodation for all persons having business to transact at the yards.
7. There shall be provided office accommodation at a reasonable rental to commission merchants, dealers and buyers.
8. There shall be provided weigh scales with a type register beam.

### OPERATION AND MAINTENANCE.

9. Live stock shall be promptly unloaded upon arrival at the stock yards by the proprietor, unless the owner or his agent otherwise directs, and the proprietor shall have control over the same until a signed release is given by the owner or the authorised agent of the owner. When it is necessary to weigh live stock for purposes of freight charges, the same shall be done immediately after unloading. Straight car loads shall be weighed by the car load as unloaded but in the case of mixed cars the different kinds of stock shall be weighed and yarded separately.
10. A certificate showing the quantity, out-turn and weight of contents of each car shall be supplied by the proprietor immediately to the railway company to establish what live stock or other goods the proprietor accepts responsibility for. If any other arrangement is made

between the shipper of the live stock and the railway company to determine the freight charges the certificate aforesaid need not include weight.

11. Live stock shall be handled in such a manner as to prevent injury or bruising.

12. The proprietor shall take charge for the purchaser of the stock sold, from the time the scale weight of the stock sold is registered on the scale ticket until a signed release is given by the owner or his authorised agent.

13. The proprietor shall see that no live stock suffers from want of feed or water while in his charge. In the case of live stock to be fed for maintenance only, the proprietor shall supply the amount of feed prescribed by the Live Stock Commissioner.

14. Live stock delivered at a stock yard for feed and rest on through billing shall be fed and watered with due regard for the last time of feeding and next probable time of feeding.

15. The proprietor shall keep feed of good quality and supplies on hand at all times.

16. Charges for feed and supplies for each calendar month shall be determined by adding to the wholesale market price for the preceding month a percentage plus a fixed charge for handling. The proprietor shall file with the Minister not later than the tenth day of each month a statement of the average wholesale market price of feed and supplies during the preceding calendar month and a statement of the charges in force during the current month. This statement shall be supported by such documentary or other evidence as the Minister may require.

17. The sale weight-scales shall be operated by weighmasters approved by the Minister.

18. Whenever live stock is sold a scale ticket shall be issued by the weighmaster showing the date, weight, commission merchant, owner, dealer, buyer, number of head, class of stock and price.

19. In the case of stock sold by the head the item of weight may be omitted from the scale ticket. In the case of stock sold at off-car weights, the weight given must be verified by filing with the weighmaster the off-car weightticket or a certified copy thereof.

20. Accommodation shall always be given to stock for sale or in transit in preference to stock for storage, and it shall be the duty of the proprietor to see that the stock yard is not used for the storage of live stock to the disadvantage of stock for sale or in transit.

21. The proprietor shall insure all live stock in the yard against loss by fire by means of a blanket policy.

22. Stock yard charges, except for feed and supplies, shall be in accordance with the bylaws as required by section 7 (1) of the statute.

23. There shall be kept a register of all sales of live stock in such form as the Minister may from time to time prescribe and the same shall be available for inspection by the public.

24. There shall be kept a record of all live stock received at a stock yard and the disposition of the same in such form as the Minister may from time to time prescribe, and this record shall be available for inspection by the public.

25. The proprietor shall load live stock into cars prepared and fitted for transportation of live stock in accordance with written instructions from the owner or authorised agent of the owner, and the charges for the said services shall be paid by such owner, but nothing in this regulation shall prevent the owner or shipper of pure bred stock from preparing and fitting his own cars provided that the regular stock yard service is not interfered with thereby.

26. The proprietor shall not permit the disposition of deads, downers or cripples in the yard, except under the authority of the Minister, or inspector.

27. The proprietor shall be responsible for the construction, equipment, operation and maintenance of the stock yard in accordance with the above regulations and shall be liable on summary conviction to a fine not exceeding one hundred dollars or to imprisonment for a term not exceeding three months or to both fine and imprisonment for any breach of the above regulations.

28. "Proprietor" shall include owner, lessee, occupier, or operator of any stock yard, whether a limited company, partnership or otherwise.

### COMPLAINTS.

1. Complaints shall be made in writing to the Live Stock Commissioner and shall be supported by such evidence as may be available.

2. When the Commissioner is of the opinion that there are sufficient grounds for doing so, he may order an investigation, and shall thereupon notify the person, firm or company complained of, by registered mail, of the nature of the complaint, and the investigation may thereupon be proceeded with, by the Commissioner or by some person appointed by the Minister of Agriculture to conduct the same. Each party shall be given ample opportunity for presenting his side of the case.

3. The person holding the investigation shall have power to call for any books, papers or documents in the possession or control of either or both of the said parties and to examine and investigate the same.

4. A copy of the decision or find shall be delivered or sent, by registered mail, to each party and a copy shall also be filed with the Minister of Agriculture.

5. In any case in which it is found that the membership of any commission merchant or member of a Live Stock Exchange should be cancelled or otherwise dealt with, a copy of the decision or find shall also be sent to the Live Stock Exchange of which such person is a member or under which he hold his membership.



## POINTS REGARDING SHIPPING

The following information regarding shipping regulations applies over all railway lines in Western Canada.

### GENERAL.

Shippers should order cars from their nearest station agent, if possible, two or three days before they are required, being careful to state the kind and size required.

Stock is carried in two ways: At the railway's risk, subject to the terms and conditions of their standard bill of lading; and at owner's risk, subject to a special live stock contract. Shippers when loading stock must specify under which condition they desire to ship and secure either contracts or bills of lading. These documents are essential to prove ownership and to secure transportation for attendants.

Shipments of live stock cannot be consigned "to the order of," but may be consigned to the shipper and direction given that a commission firm, or other party, be notified of their arrival.

Large and small animals shipped together in the same car must be kept separate by partitions, put up by shippers at their own expense and risk as to sufficiency or otherwise. This rule does not apply to milch cows with calves at foot.

If for any reason feed is furnished for the live stock by or through the railway company, the cost of the same will be collected from the consignee upon delivery.

All live stock are required to be loaded and unloaded by and at the risk of the consignor and consignee respectively.

The railway companies will not be responsible for loss, damage or injury resulting from the acts of the animals themselves, nor for injury to calves, hogs or other live stock from suffocation, exhaustion, heat or cold, nor for any live stock escaping from cars.

The railway companies do not undertake to transport live stock by any particular train, or within any special time, or in time for any particular market, and will not be responsible for loss or damage incurred by the refusal or inability of connecting lines to receive and forward live stock after tender of delivery.

### MINIMUM CAR LOAD WEIGHTS.

On live stock shipped in car lots freight charges are based on the actual weight of the shipments, but the minimum weight charged for will not be less than 20,000 pounds on cars of cattle in any length or size of car. With hogs and sheep the minimum car load weight is 16,000 pounds for cars 36 feet 6 inches in length, inside measurement. On longer cars an increase of 5 per cent. per foot or fraction thereof for the additional length is charged.

Cars of horses or cattle, not weighed at shipping point, are billed at 22,500 pounds, subject to correction to actual weight at weighing station; the minimum charged for, however, will not be less than 20,000 pounds. Cars of horses or cattle not weighed will be charged for at an estimated weight of 22,500 pounds.

**MIXED CAR LOADS**—When more than one kind of stock is loaded in a car the highest rate and minimum weight applying on any kind of stock in the car will be charged.

**DOUBLE DECK CARS**—The railway companies will not furnish double deck cars, but shippers if they so desire may instal decks at their own expense and risk. When this is done the minimum weight as above given, will still apply.

### TRANSPORTATION OF ATTENDANTS.

The owners or their agents must accompany each carload consignment when the distance is over 100 miles, and before they will be allowed to travel on the train with the stock they must sign a form approved by the Board of Railway Commissioners, releasing the railways from liability in case of accident to them personally.

Owners or their agents in charge of live stock shipments will be carried free and free return transportation will be given. When a shipment contains more than one car load the number of persons accompanying it may be as follows: Three cars or less, one person; over three cars to ten cars, inclusive, two persons; over ten cars, three persons. Not more than three persons will be passed with any one shipment of live stock in one train.

### SPECIAL LIVE STOCK TRAINS.

For the more convenient and expeditious handling of live stock, the railway companies operating in Saskatchewan have arranged special live stock trains and shippers should inform themselves as to the days upon which these trains are operated and load their stock so as to avail themselves of the special shipping facilities.

The following list gives particulars with regard to the days on which special stock trains are operated at present (September, 1919) on the different branches of the several railways, but as it is to be expected that in process of time the railway companies will, in some cases, improve the service thereby changing the schedule, shippers are advised to confirm this information by application to their local railway agent. On Canadian Pacific lines stock should be loaded for shipment as shown below:

#### REGINA DIVISION.

**INDIAN HEAD SUBDIVISION**—Daily on stock train.

**COLONSAY SUBDIVISION**—Tuesday, Thursday, Saturday—South way-freight to Regina connecting with stock train for East.

**BULYEA SUBDIVISION**—Tuesday, Thursday, Saturday—South way-freight into Regina connecting with stock train for East.

**KISBEY SUBDIVISION**—Tuesday, Thursday, Saturday—North on way-freight into Regina connecting with stock train for East. Monday—South on way-freight into Arcola connecting with way-freight leaving Arcola Tuesday at 7.30—C.T. for East.

**WEYBURN SUBDIVISION**—Saturday—East on way-freight connecting with north way-freight at Stoughton connecting with stock train at Regina.

*NOTE:—Chief Dispatcher to be advised in advance so connection can be arranged at Stoughton.*

**ASSINIBOIA SUBDIVISION**—Ogema to Weyburn—Tuesday—On way-freight into Weyburn, No. 979 Weyburn to Moose Jaw, connecting with stock train for East. *Glasgow West into Assiniboia*—Monday—Connecting with way-freight on Tuesday.

**NEPTUNE SUBDIVISION**—Monday—Connecting at Estevan with way-freight leaving that point at 3-K C.T. Tuesday.

**PORTAL SUBDIVISION**—Weyburn and North—Tuesday, Thursday, Saturday—On way-freight to Moose Jaw connecting with stock train for East. *Weyburn and Estevan*—Monday—On No. 982 to Estevan, connecting with way-freight leaving Estevan 3-K Tuesday.

#### MOOSE JAW DIVISION.

<b>VANGUARD SUBDIVISION</b> —	Tuesday, Thursday, Saturday.
<b>SWIFT CURRENT SUBDIVISION</b> —	Daily Except Sunday.
<b>OUTLOOK SUBDIVISION</b> —	Daily Except Sunday.
<b>KERROBERT SUBDIVISION</b> —	Friday.
<b>EXPANSE SUBDIVISION</b> —	Monday, Wednesday, Friday.
<b>SHAUNAVON SUBDIVISION</b> —	Wednesday.
<b>GOVANLOCK SUBDIVISION</b> —	Tuesday.

#### SASKATOON DIVISION.

<b>HARDISTY SUBDIVISION</b> —	Thursday.
<b>WILKIE SUBDIVISION</b> —	Thursday.
<b>SUTHERLAND SUBDIVISION</b> —	Friday.
<b>WYNARD SUBDIVISION</b> —	Friday.
<b>LANIGAN SUBDIVISION</b> —	Tuesday.
<b>MACKLIN SUBDIVISION</b> —	Friday.
<b>REFORD SUBDIVISION</b> —	Friday.
<b>KELFIELD SUBDIVISION</b> —	Thursday.
<b>CUTKNIFE SUBDIVISION</b> —	Saturday.

**NOTE:**—Place orders for cars 48 hours in advance if possible to ensure supply.

On the Canadian National Railway lines stock intended for shipment to the Union Stock Yards at St. Boniface should be shipped on the days shown in the following table. Railway agents could advise as to the best days on which to ship consignments intended for other destinations.

FROM	LEAVE
<b>VERMILION SUBDIVISION</b> —	Vermilion ..... Friday
<b>STURGEON RIVER SUBDIVISION</b> —	Turtleford ..... Friday
<b>SHELLBROOK SUBDIVISION</b> —	Prince Albert ..... Monday
(Connecting at Denholm with through train)	
<b>CARLTON SUBDIVISION</b> —	Carlton ..... Tuesday
(Connecting with through train at Warman)	
<b>CROOKED LAKE SUBDIVISION</b> —	Big River ..... Tuesday
<b>DUCK LAKE SUBDIVISION</b> —	Prince Albert ..... Wednesday
(Connecting with through train at Warman)	
<b>HANNA SUBDIVISION</b> —	Hanna ..... Monday
<b>KINDERSLEY SUBDIVISION</b> —	Kindersley ..... Tuesday
<b>ELROSE SUBDIVISION</b> —	Glidden ..... Monday
(Connecting with train leaving Dunblane on Tuesday)	



DELINLE SUBDIVISION—	Dunblane .....	Tuesday
SASKATOON SUBDIVISION—(Northb'd)	North Regina .....	Tuesday
PRINCE ALBERT SUBDIVISION—	Prince Albert .....	Tuesday
ERWOOD SUBDIVISION—	Hudson Bay Junction .....	Tuesday
THUNDERHILL SUBDIVISION—	Proseville .....	Tuesday
(Connecting with extra train at Swan River and with through train leaving Dauphin Wednesday)		
BATTLEFORD SUBDIVISION—	North Battleford .....	Tuesday
HUMBOLDT SUBDIVISION—	Humboldt .....	Wednesday
KAMSACK SUBDIVISION—	Kamsack .....	Wednesday
YORKTON SUBDIVISION—	Yorkton .....	Tuesday
SASKATOON SUBDIVISION—	Saskatoon .....	Tuesday
REGINA SUBDIVISION—(Southbound)	Regina .....	Tuesday
KIPLING SUBDIVISION—	Kipling .....	Wednesday
MOOSE JAW SUBDIVISION—	Moose Jaw .....	Tuesday
GRAVELBOURG SUBDIVISION—	Gravelbourg .....	Tuesday
RADVILLE SUBDIVISION—	Radville .....	Tuesday
CARLYLE SUBDIVISION—	Carlyle .....	Wednesday
(Connecting at Brandon with through train for Winnipeg)		

On the Grand Trunk Pacific live stock trains are operated as shown in the following table:

Main Line .....	Daily
Regina to Melville .....	Tuesday, Thursday and Saturday
Canora to Melville .....	Monday, Wednesday and Friday
Riverhurst to Regina .....	Tuesday, Thursday and Saturday
Northgate to Regina .....	Tuesday, Thursday and Saturday
Prince Albert to Young .....	Daily
Carruthers to Biggar .....	Tuesday and Saturday

## ASSISTANCE IN ORGANISING.

To encourage the organisation of live stock marketing associations, the Provincial Department of Agriculture, through the Co-operative Organisation Branch, is prepared to supply to each association free of charge sufficient receipt and account forms, to meet their requirements for one year, the only stipulation being that the association forward the Co-operative Organisation Branch a copy of the constitution and bylaws under which it proposes to operate. If desired printed copies of the constitution and bylaws outlined herein will be furnished and the Co-operative Organisation Branch will at all times be glad to supply any available information in regard to the marketing of stock or upon request to advise associations in regard to any difficulties which they may encounter. When desired, the Branch will also send, free of cost, an experienced stock man who will assist any association in handling its first shipment. All communications regarding this matter should be addressed to the director, Co-operative Organisation Branch, Department of Agriculture, Regina, Saskatchewan.

