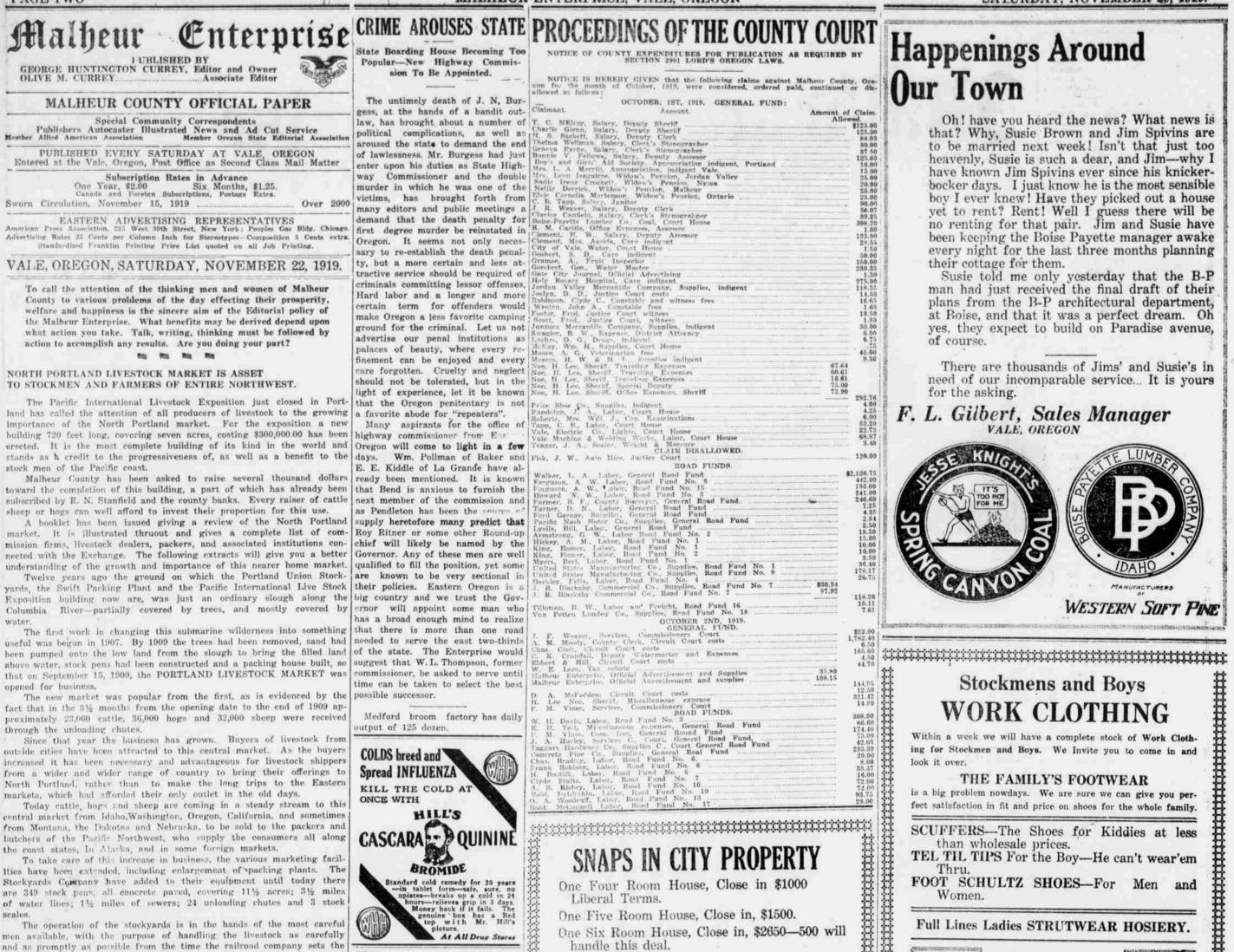
PAGE TWO



carload consignments at the chutes. The first operation of the Stock-CANCER yards Company is to unload and make a complete record of the shipper, consignee and number of head of each consignment. As soon as this NO KNIFE AND LOSS OF BLOOD record is made, each consignment is moved from the chute pens to other NO PLASTERS AND PAINS FOR HOURS or DAYS pens for feeding and watering.

As soon as placed in the feeding and watering pens the stock then pases from the possession of the Stockyards Company to the care of the Commission men to whom consigned, who then take the resposibility of ordering the proper amount of feed and turning on the proper amount of water for the stock. This is done with a view of making the animals present the best possible appearance. At the proper time the various buyera visit the pens and bid for the stock. As soon as possible after being sold the commission man takes the stock to the Stockyards Company scales for weighing,

and as promptly as possible from the time the railroad company sets the

As soon as the stock is placed on the scales it again passes into the possession of the Stockyards Company. Neither buyer nor seller has anything to do with the weighing of the stock. The weighing is done by a careful trained bonded employee of the Stockyards Company, who makes complete record of the weighing, showing the name of both the seller and the buyer, the number of animals and the weight, registering this information, and besides making a triplicate copy scale ticket, one copy for each party concerned in the transaction. Every safeguard possible to throw around this weighing operatin to make it accurate and dependable, particular care being taken in the construction of the scale and operation of it.

The business of the Stockyards Company is confined entirely to reeciving, unloading, yarding, delivering feed, watering, weighing and reshipping. It has nothing to do with actual buying, selling or slaughtering All buying and selling is done by the eight firms of commission men, members of the Livestock Exchange. The commission men are governed by a system of imiform charges and regulations and are licensed and supervised by the Federal Bur, u of Markets.

Each sale is handled as a complete transaction and shows all the charges against the shipper. The commission firm records show to whom the stock is sold, price, cost of feeding, yardage, dockage and commission. A check for the balance is at once given to the shipper and the deal is closed,

Fronting on navigable awter, served by five large railway systems, connected with Portland and Vancouver by hard surfaced pavement and street cars, and with plenty of room for expansion, the plant of the Portland Union Stock Yards Company has a location second to none in the United States. It serves a territory of 350,000 square miles in area, from all parts of which freight is transported over natural water grades.

The quantity of breeding stock and consequently the output of livestock generally greatly decreased in most districts of the Northwest during the war. This is especially true of cattle and hogs. Many thousanda more of all kinds of livestock con be profitable bred and fed. Every year large numbers of cattle, sheep and hogs, which are not in the best condition for shaughtering, are purchased and reshipped to county points for further fording. This business can be expanded very profitably to all concerned. Farmers interested in the purchase of feeders should consult the commission firms or dealers who specialize along this line.

6,035 cars of livestock including 101,737 cattle, 174,951 hogs and 191,363 sheep were received in 1919 up to November first. Approximately 70 per cent of receipts originated in Oregon, 12 per cent in Idaho, 12 per cent in Washington and 6 per cent in California. The disposition of these near half million head of sheep, cattle and hogs was as follows, approximately 55 per cent slaughtered in North Portland, 40 per cent shipped to other points for slaughthering and 5 per cent reshipped to country prints for feeding.

In several counties of the state community co-operation shipping of livestock is well established. This practice is especially beneficial to the small producer who only has a few head to market at one time. Cooperative shipping associations have been formed usually by the County Agricultural Agents, aided by a representative of the Stock Yards Company. This method of shipping is being extensively used in the follow-ing Oregon counties: Lane. Tillamook, Jackson, Josephine, Douglas and Linn. it is also being followed extensively in Washingto and Idahe.

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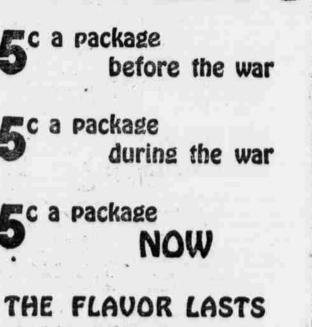
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