

The Pacific International Livestock Show

is designed further to develop one of our greatest and most prosperous industries. It is an activity worthy of the undivided and enthusiastic support of every business interest in the city.

First National Bank of Portland, Oregon

UNION STOCKYARDS BIG CLEARING HOUSE

Animals Classified and Prepared for Sale by Feeding.

MANY PRECAUTIONS TAKEN

Eight Commission Firms on North Portland Market Act as Agents for Shippers.

What does the name Portland Union Stockyards mean to you? Have you visited that rapidly growing livestock market at North Portland, which means so much to the city of Portland and to the whole Pacific northwest? It will be well worth while to pay the yards a visit when the marketing is in full swing.

Stockyards operations consist of: First, unloading of the animals and locking in pens; second, feeding of the animals; third, weighing the livestock after sold by shipper or his agent; fourth, delivery of the livestock to packers and butchers at the yards, or reloading those animals onto cars, if the buyer requires they be shipped to another city.

Livestock arriving for market is unloaded at three different points. Animals arriving in trucks and wagons are unloaded at two special chutes provided for the unloading from trucks and wagons. Those arriving by boat are unloaded at the boat dock, which is located on an arm of the Columbia river. Those arriving on railway cars are unloaded at the car chutes. There are 24 car chutes, and a train of 24 cars may be unloaded at one time.

Car Unloaded in Hour.
As soon as a train of livestock is set at the unloading chutes by the railroad company, gates are swung out so as to make an alleyway from the door of each car to a pen large enough to hold a full carload of livestock. Employees of the stockyards company then proceed to drive the livestock from the cars to the chute pens. As soon as one train is unloaded, the empty cars are switched away from the unloading chutes, and the next train may then be set in for unloading. As soon as the stock is unloaded from cars, it is carefully counted by stockyards employees and is then taken from the chute pens to other pens and is locked up for feeding. Usually it takes about one hour to unload a train of livestock and transfer it to the feeding pens.

As soon as the livestock is put into the feeding pens it is generally fed and watered. This is done subject to the orders of the owner of the livestock or his agent. Each feeding pen is equipped with a manger for the feeding of cattle and sheep or a trough for the feeding of hogs. Each feeding pen also contains a watering trough, with running water available at all times. Many of the pens are roofed, especially those reserved for feeding of hogs and sheep. Cattle pens are generally not roofed. All pens are paved with concrete and are drained by an elaborate system of sewers. The unloading and feeding of livestock goes on about as well at night as in the daytime, the yards being well lighted by electric lights.

The buying and selling of livestock

is done on regular business days between 8 A. M. and 2 P. M. As soon as livestock is put into the feeding pens it is taken in charge by commission men, who act as the agent of the shipper. At present there are eight commission firms on the North Portland market. The shipper consigns his stock to any firm he desires, and his stock is delivered to that firm by the Stockyards company. The commission men are trained in the classification and shaping of animals, so that they will sell to the best advantage, and it is the duty of the commission man to sell to the best advantage possible, so that his shipper may obtain the most satisfactory returns from the sale of his stock. These commission firms are under bond of \$2500 each, as a guarantee of faithful and honest dealing.

As soon as the market opens in the morning the various buyers of livestock visit the various pens and bid for the stock. These buyers consist of packers of Portland, North Portland, Tacoma and Seattle, and sometimes other points, who are mostly interested in fat cattle, hogs and sheep. There are also a number of butchers bidding for the livestock. In addition to these buyers, there are men who are mostly interested in buying thin, young, unfinished livestock, which they desire to ship back to the farms for further feeding. This is an important part of the business and affords an outlet for a large amount of livestock which is really not in properly fattened condition to be killed.

Honest Weights Guaranteed.
The more buyers there are on the market, the more keen is the competition to get the desired stock, and the better price the commission man is able to obtain for his shipper. As soon as the commission man has satisfied himself which bid is the most satisfactory, he sells and takes the stock to the scales for weighing. Neither buyer nor seller has anything to do with the actual weighing of the livestock, as the scales are operated by the Stockyards company, the employee of that company being under bond to guarantee honesty and care in weighing.

When the animals are presented to the scales for weighing, they are driven onto the scales platform by either the commission man or by a stockyards employee. After they are on the scales, the stockyards employee in charge of the weighing determines the weight on the beam, and the weight of the animals is automatically stamped on a scale ticket, thus avoiding any chance of error. A copy of the ticket is given to the commission man, one to the buyer and one is retained by the Stockyards company for its record. On the ticket is shown the name of the seller, the name of the purchaser, the number of head and kind of livestock, and the weight. This ticket is signed by the bonded stockyards employee who did the weighing.

As soon as the weight has been obtained, the stock is driven off the platform end of the scale, and is then or later turned over to the purchaser for whatever disposition he desires.

If it is bought by a north Portland packer the stock is driven to the packing plant for slaughter. If it is bought by Portland packers or butchers it is generally driven on foot from the yards to the buyer's slaughter house, sometimes several miles from the yards. If it is bought by a "feeder buyer," it is generally assembled in the stockyards and reclassified for sale to farmers from the country, who want such livestock for feeding on the farm. Where there is no such livestock market, it is sometimes the practice for a farmer, desiring livestock for feeding, to go around the country to buy suitable animals here and there until he has collected the desired number. This takes considerable time and is done at considerable expense, and the animals purchased in this manner are many times badly matched as to color and quality, which is undesirable, as a feeder usually likes to get a bunch of cattle of the same general quality and color, as they will sell better after fattened.

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THE MILK is drawn up through the bottom of the bowl by the suction force of the revolving bowl—and the greater the speed the faster the separation—but at all speeds the NEW SHARPLE'S SKIMS CLEAN—and the cream is of uniform density—just what you set the cream screw for—and you get all the cream at any speed—fast or slow—and the faster you turn the greater the capacity. This is true of no other separator. Sharple's catalogue and full details on request.

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OUR 1919 Catalogue and Planters' Guide is the standard reference for Growers of the Northwest, listing the best of everything for Farmers, Gardeners, Home Owners, Fowlrymen and Bee Keepers—gives reliable information and is a safe guide to your purchases.

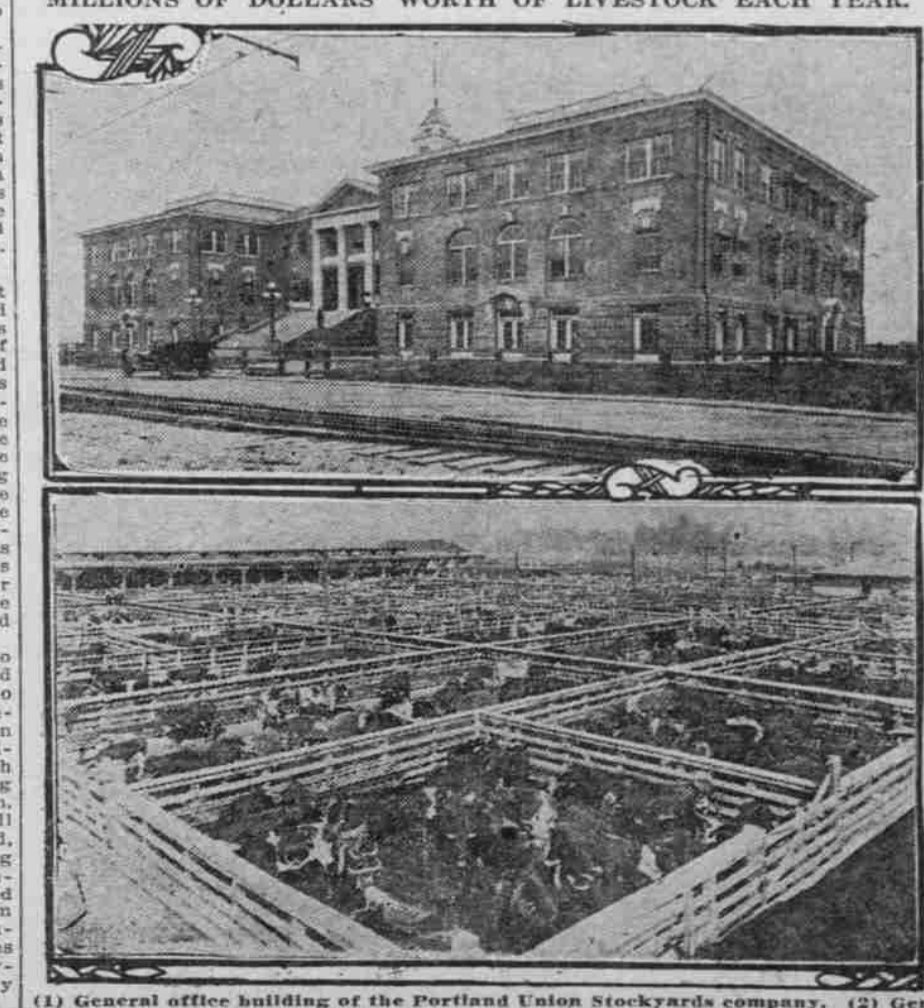
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PORTLAND, OREGON

Ask for Catalogue No. 360.

HERE IS THE RECEIVING STATION AT NORTH PORTLAND FOR MILLIONS OF DOLLARS' WORTH OF LIVESTOCK EACH YEAR.



(1) General office building of the Portland Union Stockyards company. (2) General stockyard scene showing portion of livestock pens.