

# FOR RESULTS SHIP TO THE Record Live Stock Commission Co.



JOE M'CLENEGHAN, Mgr. and Head Cattle Salesman



CHARLES W. BOETEL, Cattle Salesman.

**RECORD SERVICE IS MORE THAN AN ADVERTISING PHRASE, A SERVICE SLOGAN THAT HAS MADE US WHAT WE ARE IN FINANCIAL STRENGTH AND PUBLIC FAVOR.**  
**WE SOLICIT YOUR SHIPMENTS AND WISH TO THANK YOU FOR PAST FAVORS.**  
**OUR LARGE CALENDAR WILL REACH YOU IN JULY.**

REFERENCE ANY BANK

## Stock Yards Station -- Omaha, Nebraska

### NEW SHIPPING RULES EFFECTIVE IN AUGUST

Important Communication from Secretary of Omaha Live Stock Exchange for Herald Readers.

By A. F. STRYKER

In line with our practices in the past, I thought it well to advise your readers of the new shipping rules which will in all likelihood become effective probably not later than August of this year.

These new rules are the result of the activities of the special live stock committee of the Regional Director's force in Washington, D. C. Some of them are in line with the rules which have been in effect for some considerable time. Others of them make radical changes in present shipping conditions. A few of them are entirely new. They are all based on freight rate authority 7818 put out by Mr. Edward Chambers, Director of Division Tariffs United States Administration.

I shall take them up and comment on them in the order they appear in Mr. Chamber's communication.

First comes the charge for cleaning and disinfecting cars:  
When cars that have been, or are to be loaded with live stock and it becomes necessary to clean and disinfect such cars in order to comply with Federal, State, County or Municipal regulations, or when requested by shipper and the carriers perform the service, the charge will be for single decks \$2.50; for double decks \$4.00.

**Feeding Charges on Live Stock.**  
Feeding charges on Live Stock in transit at railroad operated stock yards:

"When live stock in transit is stopped at railroad operated stock yards for feed, water, and rest, in compliance with Federal and State Laws, or, upon request of shipper, the carrier furnishing the feed and performing the service, the charge for the service of unloading, feeding and watering and reloading the stock will be \$1.00 per car. When shipments of hogs are fed and watered without unloading from car the service charge for feeding and watering will be fifty cents per car. To the service charge will be added the actual cost of the feed furnished, as provided in paragraphs 2 and 3.

Live stock when in transit 36 hours or less, shall be fed in accordance with instructions from owner or attendant in charge, but not less than the following:

- Horses and Mules, 200 lbs. hay per car.
- Cattle, 200 lbs. hay per car.
- Sheep or Goats, 100 lbs. hay per car.
- Hogs, 2 bushel grain per single deck car.
- Hogs, 2 1/2 bushel grain per double deck car.
- When amounts in excess of 200 lbs. of hay or mixed feed or 2 1/2 bushels of grain per car are fed, the

charge for the service of feeding each additional 100 lbs. of hay or mixed feed, or each additional bushel of grain will be 25c, which charge will be in addition to the cost of the feed."

You will note this is a radical departure from old time customs.

**Feeding Live Stock in Transit.**  
Feeding Live Stock in transit at other than railroad operated stock yards:

"When live stock in transit is stopped for feed, water and rest, at other than railroad operated stock yards, the actual charge made by such stock yards will be assessed against the shipment and may be paid by attendant in charge or must be entered in way-bill as feed charges."

This makes no changes in present charges where live stock is fed in privately owned feed yards:

**Attendants in Charge.**  
I can best cover this matter by quoting the entire rule. You will note an effort is being made to restrict somewhat the promiscuous use of caretaker for the transportation of people other than those interested in the shipment. We can find no fault with that condition.

"When free transportation is issued to the owner or attendant accompanying live stock, he shall file with the agent of the carrier an affidavit, or a written statement, that he is the owner of the stock that he accompanies or is the bona fide employee of the owner, and is accompanying the stock for its care and protection, and that he will keep close watch over the stock while it is enroute, protecting it from all injury and otherwise to the best of his ability.

"Should it develop that free transportation has been secured by reason of any misrepresentation on the part of either the owner or employee who accompanies the stock, the owner shall forfeit to the carrier double the regular first-class passenger fare between the points traveled by the attendant accompanying the stock.

None but male caretakers will be permitted to accompany shipments of live stock."

**Furnishing Two Single Deck Cars.**  
Furnishing two single deck cars in lieu of one double deck car:

This rule is considerable of a concession at all of the large or primary markets as well as the rule which follows relative to furnishing double deck cars in lieu of a single deck car ordered, both of which rules we are reproducing herewith.

"Where rates are published on hogs, calves, sheep, lambs, and goats, in double deck cars different from single deck rates and minimum and a double deck car is ordered by the shipper which the carrier is unable to furnish, two single deck cars will be furnished for loading at the following primary markets: (Show list of primary markets.)

Charges for the two single deck cars will be assessed at the rate and minimum weight or at the charge

for double deck car ordered provided such stock could be loaded in a double deck car of the size ordered."

"When a single deck car is ordered at any point, and carrier is unable to furnish, and furnishes a double deck car, one deck may be loaded and rate for the kind of car ordered will apply. Agent will note on live stock contract and waybill the following:

Single deck car ordered by shipper on ..... (Date)  
Double deck car supplied by carrier on ..... (Date)  
**Allowances to Public Stock Yards.**  
Allowances to public stock yards for receiving and delivering live stock carriers account:

This rule is of vital importance to all live stock shippers as it pointedly places the burden of unloading live stock where it properly belongs; that is, with the carrier at all primary markets. The rule itself here follows.

"When carriers for their own convenience arrange with stock yards not operated by the carriers to provide facilities for the receipt and delivery of live stock for carrier's account, and when such facilities are designed by the carriers as their established stations for the receipt and delivery of live stock, the amounts that the carriers will pay for the service performed by such stock yards in receiving and delivering live stock for carrier's account, including loading or unloading as the case may be, will be as follows:

For the receipt or delivery of single deck cars ..... 50c each  
For the receipt or delivery of double deck cars ..... 75c each

**Bedding Charges.**  
We are reproducing this rule without comment. You will note there will be a charge made by the carrier when they furnish bedded cars. This is quite a radical departure from old time practices, as will be noted by the provisions of the rule itself.

"Live stock in carloads must be provided with suitable bedding. When the shipper performs the service, no charge will be made by carrier.

When the service is performed by carrier, the charge will be \$1.00 per single deck car or \$1.50 per double deck car.

When live stock is transferred enroute for the carrier's convenience, bedding will be furnished by carrier without charge.

When live stock is recognized or rebilled in transit and a newly bedded car is furnished by carrier, charges will be in accordance with paragraph No. 3.

Charges for bedding when not paid by shipper, must be entered on live stock contract and waybill as 'bedding charges.'

**Rules for Weighing.**  
The rule for weighing live stock moving between country points, which is next reproduced, is self-explanatory:

(Continued on Page 4)

## Donahue-Randall & Co. Live Salesmen of Live Stock Stock Yards Station, Omaha, Nebr.

We extend to the Nebraska Stockgrowers Association, which meets at Gordon this year, our very best wishes. We wish to assure this body of men that they have our hearty co-operation at all times.

We are glad to inform our many western Nebraska customers that we have secured the services of John Robb, recent Head Brand Inspector at South Omaha. Mr. Robb will be an assistant salesman and will have entire charge of our brand work and in shipping to us you can depend absolutely on having the right cattle weighed up to the right owners. We feel safe in saying that there is no one any better versed, or more posted on brands than John Robb. He is a tireless worker—out in the yards early and late.

We have a strong list of salesmen this year, headed by T. J. Donahue and A. J. Randall, assisted by C. J. Horn and John Robb, with R. A. Gross, Feeder Buyer.

For conscientious work and untiring efforts, consign your shipments this fall to

## Donahue-Randall & Co.