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All prices which are quoted below are absolutely guaranteed for 15 days from date of this paper, and are for live weight f.o.b. Winnipeg.

Turkeys	Per lb. 18c	Old Roosters	Per lb. 11c
Hens	" 15c	Geese	" 15c
Young Roosters	" 14c	Ducks	" 15c

Let us know what kind you have and how many you have for sale and we will forward enough crates for shipping.

EGGS 22c PER DOZ. F.O.B. WINNIPEG, cases returned. If you have not any cases, let us hear from you and we will forward you 30 dozen size. Our terms are cash—Bank Money Order—on receipt of goods.

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CARLYLE DAIRY Co., Calgary or Medicine Hat
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The Mail Bag

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responsible for such alteration. Let the School Act be so altered that a representative body be elected as are our councillors. Give them control over all the schools within their municipality. Give them very much larger powers than the present trustees have. See that the school inspectors report to and attend the new board's meetings, and then I venture to say that a greatly improved rural school system will be well under way.—Yours truly,

F. M. JARRETT

Nutana, Sask.

LIVESTOCK FREIGHT RATES

A sitting of the Railway Commission was held in Winnipeg on Monday, May 12. The morning session was concerned with a discussion of ways and means of handling the grain crop remaining in the Goose Lake district, which was adjourned to the meeting to be held later in Saskatoon; and the question of the supplying grain doors by the railway companies. This matter was also left over till later. Matters of great interest to western livestock men were discussed at the afternoon session. The case for the livestock men was presented by Isaac Pitblado, K.C., and was in the form of four specific objections. These were: Proposed increase of 20 per cent. on rates on hogs; the charging of 1½ cents per mile return fare to men who have travelled with cars of stock; the doing away by the railways of the right to sort cars at Winnipeg and still get the advantage of thru billing; and last, but by no means least, the charge, ordered by the commission itself, of 75 cents per car for cleaning and disinfecting cars.

Regarding increase in rates it was pointed out that the rate from Winnipeg east now was 60½ cents per 100 pounds now. Under the new tariff it is 72½. This tariff change does not apply to double deck cars. With regard to payment of return fares by those in charge of stock, it was stated that up to 1914 first-class return fare was given by the railways. At this time it was changed to second-class transportation, and now it was proposed to charge 1½ cents a mile. It was argued that since the railways made it compulsory for a man to be sent with stock, and since this saved the railway company trouble and responsibility, charge for transportation was simply adding an additional rate on the livestock shipped. The railroads, in reply, stated that the return fare privilege was greatly abused, a regular business being made of selling these tickets.

Sorting Privilege

With regard to the withdrawing of the sorting privilege at Winnipeg and the reshipping a portion of the stock at the balance of the thru rate, Mr. Pitblado pointed out that at the time of the western freight rates case Mr. Lanigan, of the C.P.R., had cited this sorting privilege as a very valuable and important concession and one of the reasons why the rates on livestock should not be lowered, and if had been taken into consideration by the board in making their judgment in the matter. Then, without any reason for so doing, the railways had issued a tariff that did not contain this concession, and, indeed, had now gone so far as to state that a man must decide on his ultimate destination before unloading in the Winnipeg yards. Winnipeg was essentially a sorting market. It might easily occur and, in fact, did occur that out of two or perhaps three carlots coming in here, one carload could be made up that would sell to best advantage in an eastern market, but under present conditions in order to do this a shipper would have to pay the local freight into Winnipeg and local from Winnipeg to the East. He did not say that the livestock men would accept an alternative, but they might consider one if the railways would make the breaking point for freight on livestock Winnipeg instead of Fort William. The head of the lakes was the natural breaking point for grain, because both lake and railway shipping was used, but livestock never went by boat, and for it Winnipeg would be the logical breaking point. However, what they really wanted was their sorting privilege restored.

With regard to the charge order by

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Ducks	18c
Turkeys	18c
Young Roosters, Best Market Price	

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