

Take my Poultry-for-Profit Outfit Without Spending a Cent in Cash

Tell me to ship you a **PEERLESS** Incubator and a Brooder, and you take your own time to pay for them



You never saw an Incubator so certain to hatch strong chicks—nor a Brooder so sure to raise them

You can start raising poultry for profit without spending a cent for the important part of your outfit.

Simply tell me to ship you a **PEERLESS** Incubator and a Peerless Brooder—you need them both to start right.

Promise to pay for them in two years' time—that's all I ask you to do.

I will tell you exactly what to do to make a success of poultry raising. I will work with you as your expert advisor, if you want advice. I will see you through—show you just how to make most money quickest.

I will even find you a high-paying cash-down buyer for all the poultry you want to raise, all the eggs you care to ship.

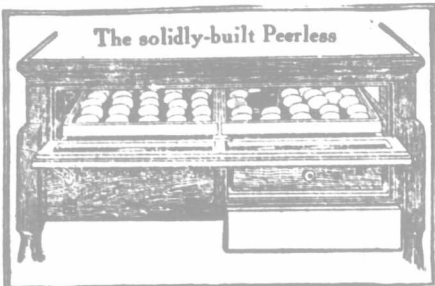
And I will put a **Ten-Year GUARANTEE** behind the incubator and the brooder—an absolute, plain-English guarantee that puts **ALL** the risk on me, where it belongs.

I can afford to, because I know for sure you can make money if you go at it right,—and then I will sell you more incubators and more brooders—

So I can afford to give you a ten-year guarantee—and two years' time to pay for the outfit in.

It will earn its whole cost and plenty besides in the very first year, if you will do your part—and it's no hard part, either.

I know every incubator that's sold on this continent. I don't hesitate to say that the Peerless has them all beaten a mile as the foundation for a poultry-for-profit enterprise for anybody.



Unless I can prove that to you before-hand I won't be able to sell you a Peerless. What I ask you to do is just to let me submit the

proof for you to examine.

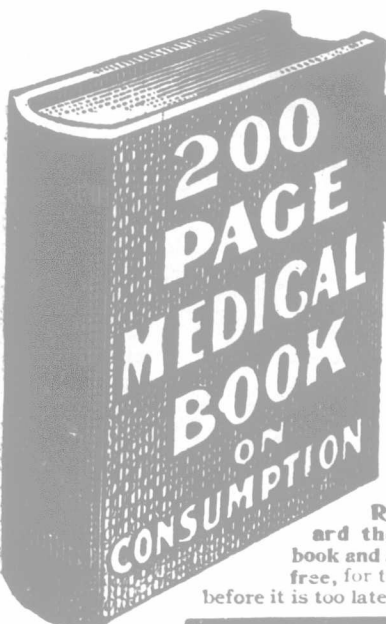
You do your own thinking, I know. Read my free book—it's called "When Poultry Pays"—and think over what it says. Then make up your mind about my offer to start you raising poultry right—

Remember that the risk is on me. The incubator and the brooder will easily earn you much more than their cost long before you pay me for them.

Suppose you send for the free book anyway—and send now. That commits you to nothing and costs you nothing

The Lee-Hodgins Co., Limited
272 Pembroke Street, Pembroke, Ont.

Consumption Book FREE



This valuable medical book tells in plain, simple language how Consumption can be cured in your own home. If you know of anyone suffering from Consumption, Catarrh, Bronchitis, Asthma or any throat or lung trouble, or are yourself afflicted, this book will help you to a cure. Even if you are in the advanced stage of the disease and feel there is no hope, this book will show you how others have cured themselves after all remedies they had tried failed, and they believed their case was hopeless.

Write at once to the Yonkerman Consumption Remedy Co., 323 Rose Street, Kalamazoo, Mich., and they will send you from their Canadian Depot the book and a generous supply of the New Treatment, absolutely free, for they want every sufferer to have this wonderful cure before it is too late. Write today. It may mean the saving of your life.

END OF RANCHING IN QU'APPELLE VALLEY.

The cattle industry in Qu'Appelle valley is rapidly giving place to grain farming and soon the one relic of the olden times which is left near Regina will have disappeared. Grain growers have invaded the country. On the north side of the Valley where formerly thousands of cattle could graze unmolested by the farmer and his crops, there are now quarter sections taken up everywhere, and the rancher has to herd his stock, making the business of fattening beef too expensive.

THE DRAWING CONTEST.

The drawing contest for oxen and steers took the best part of two days. A drag loaded with rocks was the test of strength. The team that could draw it the farthest in a given time won. Classification is made, not by weight, but by girth. An officer of the Society for the Prevention of Cruelty to Animals is on the grounds, to see that the animals are not abused with goad or whip. He is the sole arbiter, and has the power to order an abusive teamster out of the contest.

There are several unique and important factors in connection with the Lewiston fair that I don't notice elsewhere. They have several hundred life-members. Twenty dollars is fee charged. Many of the life-members have bought small building lots and erected cottages on the grounds, come with their families

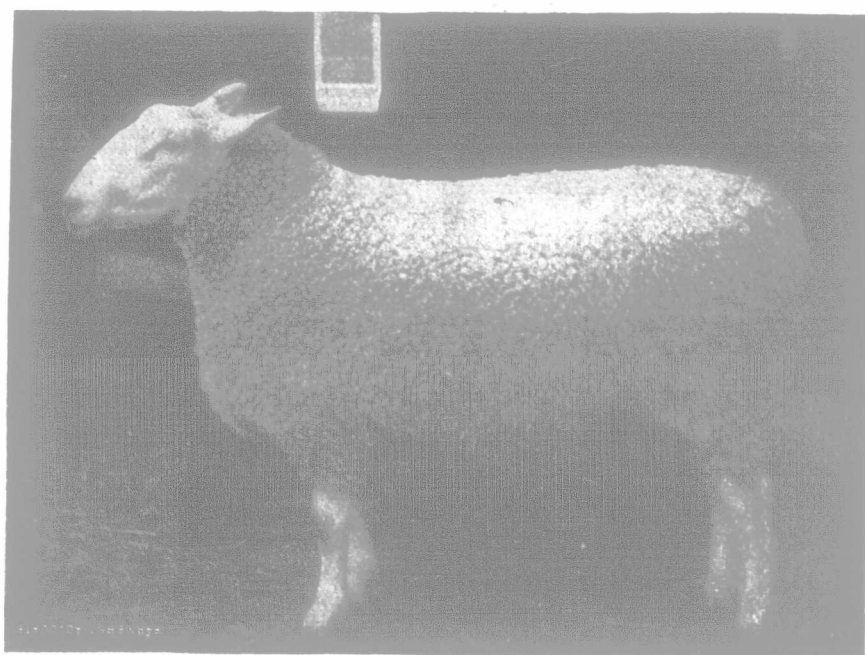
remarkable decrease has taken place in British horse imports during recent years and U. S. and Canada, from which ten years ago a large portion of the British supplies were drawn, have fallen off in deliveries more than any other countries. Last year 518 head of American horses were sold in England at an average valuation of £48 14s. 5d. each; the corresponding Canadian supplies were 115 head of a declared value of £42 9s. 6d. Twelve years ago twenty American and Canadian horses were sold in Britain for every one sold in that market now. From January to September 1895, 25,812 horses were imported into Britain, with an average value of £26 8s. 9d. each; for the same months this year the importations totalled 13,103 head of an average value of £18 8s. 11d.

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An examination of British cattle and beef imports for the same periods is likewise interesting. The figures in the table below include all the live cattle imported during the period given from all sources:—

Period.	Number Imported.	Average £ s. d.
Jan. to Sept. 1895	302,399	17 8 8
Jan. to Sept. 1899	398,059	16 8 8
Jan. to Sept. 1903	383,595	17 14 9
Jan. to Sept. 1907	360,959	17 7 4

The cattle imported during the current year were derived from the fol-



LEICESTER RAM.

FIRST AT WINNIPEG EXHIBITION, 1907. OWNED BY A. MCKAY, MACDONALD, MAN.

and invite friends, and put in an educational and social time as long as the fair lasts. This helps to give stability to the fair, and makes it of a permanent and lasting character.

lowing sources:—United States, 266, 243; Canada, 93,218; and the Channel Islands, 1,408.

The whole of the live sheep imported this year came from North America, the United States sending 69,351 head and Canada 5,989 head.

JAPANESE FARM STOCK.

A newspaper despatch from Geneva Switzerland, under date of October 4th, stated that a Japanese commission, composed of farming experts and veterinary surgeons, has arrived at Erlenbach, in the Canton of Berne, with the object of buying a large number of cattle of the famous Simmenthal breed. It is said the Japanese Government intends constructing and stocking a large model dairy farm near Tokio, where experiments will be made with various breeds of foreign cattle.

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At a draft sale of Aberdeen Angus cattle, at Perth, Scotland, on September 26th, from several herds, the highest price was 85 gs., realized by the seven-year-old Erica cow, Edvira, from Donavoured, which went to Mr. Calder, of Ardargie. Edvira was bred at Ballindalloch, and is by Bion. Mr. Grant, Knockanbuic, gave 61 gs. for a two-year-old of the same family, from Pitpointie; Mr. Stewart Clark, of Dundas, 58 gs. for another three-year-old Erica, from Woodhill, and Sir G. Macpherson Grant, Bart., 60 gs. for the yearling bull Young England by England, also from Donavoured.

THE REDUCTION IN OCEAN FREIGHT RATES.

A comparison of the present ocean freight charges with those of thirty years ago shows some marked reductions. The bureau of statistics of the Department of Agriculture has prepared a bulletin giving the causes of these changes. The bulletin is by Frank Andrews and is entitled "Ocean Freight Rates and Conditions Affecting Them."

Instances of great reductions in ocean freight rates are noted in the case of grain, provisions and cotton. In 1876 wheat was carried from New York to Liverpool for an average of 16.8 cents (gold) per bushel, but the rate in 1906 averaged only three cents per bushel. On salt beef the mean rate from New York to Liverpool by steamers was \$1.42 per tierce in 1876, while in 1906 it was only 54 cents. The average ocean rate charged thirty years ago on wheat from San Francisco to England was more than double the present rate.

This substantial decrease in ocean freight charges is due to two causes. First, to the increase in the size of