

from those importing eastern mutton. The extent to which the West falls short of supplying even the existing demand for mutton was variously estimated at from 40,000 to 100,000 head. The former figures applied rather to the Winnipeg market, and the latter to the whole country, including British Columbia. All firms agreed that there was no danger of the supply being stimulated to the point of over-production. The chief sources of outside supply named were: Ontario, Maritime Provinces, Australia and the United States. Winnipeg houses draw largely upon the three first named, and western houses upon the two last named sources. It was pointed out that Australian and American mutton costs between 4 and 4½ cents per pound, dressed, in freight charges and duty, and the western producer has this great advantage over foreign competitors at the outset.

These firms handling both the native and imported mutton were agreed that the western product is superior in quality and flavor to that imported. The breeds recommended for mutton production were, Shropshires, Suffolks, and the cross of these with the Merinos. None of the firms consulted, recommended breeding for an early lamb crop, on account of the greater risks involved. It was admitted, though, that the early fall market is a better one than can be expected later. These firms were also agreed that the feeding of a bunch of lambs through the winter with the idea of marketing them on the strong spring market would be a profitable enterprise if cheap food were available and care and judgment in feeding were exercised.

Apart altogether from the cash returns and the undoubted possibilities for profit from mutton and wool sales, there was remarkable accord between the sheep raisers who sent in returns as to the advantages of sheep keeping as an aid to agriculture and as a source of convenient, cheap and tasty meat supply for the farmer's own table. Perhaps a few extracts from the reports will cover this part of the

subject better than any generalizations. They clearly reveal that, in the minds of many, the direct profits are of secondary importance to the effect of sheep keeping upon grain yields and as an aid to good farming.

A Prince Albert farmer says: "A bunch of sheep will kill more weeds on a farm than two teams of horses and every farmer should have a band of sheep for that purpose besides the profit they make."

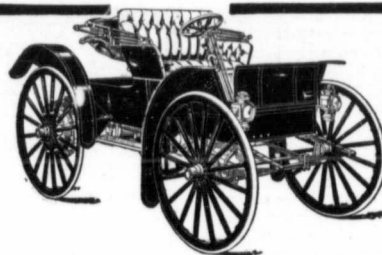
A Broadview farmer says: "I claim that sheep are one of the best four footed animals that ever stepped on to a farm for the average man as money maker. The advantage of raising sheep to other stock is, they need no tying up or clearing after them in winter. I feed prairie hay in winter and a little sheaf oats in spring after lambing. With proper care at lambing time the trouble with them is over as I turn them to pasture."

A Valley farmer says: "Many would keep sheep if they had their farms fenced. To get full benefit from a flock of sheep one's farm would have to be fenced so that sheep could be allowed to run on fallows and destroy weeds. They require very little attention in winter."

A Birch Hills farmer says: "Every farmer should have a small bunch of sheep. They are very easy to keep and of good value in the destruction of foul weeds. I fail to see any disadvantages."

A Prosperity farmer says: "It is an all-important matter. Sheep are harmless, perfect to handle, are managed in droves that need no tying or leading, come to call, need very little water, thrive with a cheap straw-and-pole shelter, require only weeds and scrub in summer and straw and screening in winter, digest all seeds swallowed, afford palatable nutritious meat in a handy sized carcass, convert waste into wealth, and are altogether the most profitable of stock."

A Logberg farmer says: "The time is coming when sheep will be kept on every well tilled farm. They eradicate weeds, cultivate the soil and under ordinary conditions return 100 per cent profit."



Easier to Operate than Any Other Car

YOU will not only find the IHC auto buggy the easiest to drive, but it is so simple and easy to operate that your wife and children can use it with perfect safety. If you need to go to town or visit a neighbor it is always ready. No time is lost in hitching up.

The IHC Auto Buggy

will travel any road—over hills, through mud, snow, etc., at 1 to 20 miles an hour. The large wheels protect you from jars when going over rocks, clods and bumps. The solid rubber tires make punctures "blow-outs" and the resulting delays impossible. They do not flatten out and loosen the dirt and gravel like the inflated tires do. It is the "suction" tire cars that are doing nine-tenths of the damage to the roads. You can use an IHC buggy when you would not dare to take a horse out. It is never affected by the weather and it never gets tired.

For Business or Pleasure

It is the most sensible, serviceable vehicle. If your wife and children want to go to town or on a pleasure trip it doesn't mean taking a team from the work in the field if you own an IHC auto buggy. The International auto wagon has the same engine construction as the auto buggy. It will meet your requirements for a light delivery wagon. The full elliptic springs (30 inches long by 1-3/8 inches wide) and the long wheel base make it easy running and give it a stylish appearance. See your local dealer or write the International Harvester Company of America at nearest branch house for further information.

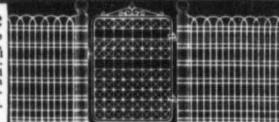
CANADIAN BRANCHES: Brandon, Calgary, Edmonton, Hamilton, London, Montreal, Ottawa, Regina, Saskatoon, St. John, Winnipeg, Yorkton.

INTERNATIONAL HARVESTER COMPANY OF AMERICA CHICAGO U.S.A.
(Incorporated)



Peerless Lawn Fence

is Strong and Attractive. All the wires are uniformly crimped, large gauge, steel spring wire, heavily galvanized and coated with white enamel paint. Never sags, never rusts. Improve your property with a Peerless Fence. Cheap as wood and more handsome and durable. Also full line of farm and poultry fence and gates. Write for information. THE BANWELL HOSIE WIRE FENCE CO., LTD. Dept. V, Hamilton, Ont., Winnipeg, Man.



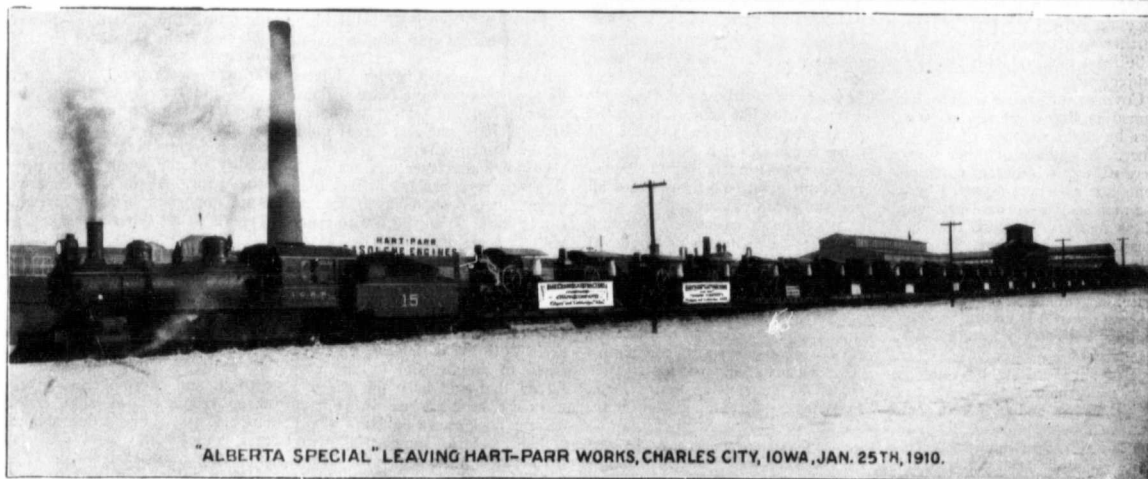
SHIP YOUR GRAIN THROUGH US

WE WILL LOOK AFTER YOUR GRADES

We only charge ½ c. Commission
References any Bank or Commercial Agency.

THE CANADIAN ELEVATOR CO., LTD.

WINNIPEG, MAN.



"ALBERTA SPECIAL" LEAVING HART-PARR WORKS, CHARLES CITY, IOWA, JAN. 25TH, 1910.

solid train load of traction engines is an unusual sight. This train load was shipped by the Hart-Parr Co. to the Chappin Co., Calgary and Lethbridge, Alberta, and made the run entirely by daylight attracting considerable attention enroute. The selling price at destination was over \$100,000, the freight and duty alone amounting to \$20,000. Every engine was sold before leaving the factory.