

GREAT DEMAND FOR CHICKENS.

The present time is most favorable for the production, fattening and marketing of farm chickens. There has been such a substantial increase in the consumption of chickens and eggs within the last few years that it is not possible to rear a greater number of suitable market chickens than can be sold with profit. Last year there were not sufficient chickens sent in Canada to supply the home markets. As a result of the shortage of chickens the trade with Great Britain was lessened. This is unfortunate on account of the great demand for Canadian chickens in Great Britain and the good prices that are paid.

The chief of the poultry division, Mr. F. C. Hare, states that numerous letters have been received from produce merchants, poultryers and commission merchants who desire to learn in what localities chickens can be bought in great numbers and at reasonable prices. From several Canadian cities, and especially from Montreal, produce firms have asked to be informed where market chickens suitable for shipping to Great Britain could be obtained in the greatest numbers. British poultryers and commission merchants have repeatedly asked for the same information. The letter of a well established produce house in London, England, was received last week. This firm wished to "start an undertaking for the purpose of importing Canadian poultry to Great Britain." They desired information as to the probable success of such a project and the possibility of obtaining poultry, (especially fowls) in large quantities, and the best district for the collection, etc., of them. Last fall a firm in Cape Colony wished a poultry trade developed with that Colony. One shipment of Canadian chickens was made to Cape Colony which arrived in a satisfactory condition and pleased the trade. A New York firm wrote that they desired to import Canadian chickens and were recommended by the department to a firm in the Maritime Provinces, from whom

they purchased chickens and were impressed favorably by them.

The above and similar requests are almost of solution, even by one in which with the Canadian produce firms and packing houses that are buying and marketing chickens. The majority of our established firms are equipped with a complete plant for marketing in Canada or Great Britain several times more chickens than they can buy. Their profits are diminished through scarcity of chickens. Nevertheless merchants in Great Britain, Cape Colony and United States and even in Australia are looking to a supply of Canadian chickens to satisfy their growing trade.

The problem of supplying this wonderfully increased demand for chickens can be solved by the farmers alone. Instead of the farmer rearing fifty or a hundred chickens that receive little attention or feed, he should rear from 200 to 1,000 chickens annually. These should be of a utility type, such as can be found in the popular breeds—Plymouth Rocks and Wyandottes. The chickens should be hatched and reared by incubators and brooders, and when ready for market the cockerels should be placed in fattening crates and fatted. The equipment required to do this work is not an expensive one. \$200 to \$250 is the cost of incubators, brooders, houses and fattening crates for finishing 1,000 chickens. It is as necessary for realizing the greatest profits from the poultry business as threshing and moving machinery is for general farming. The work connected with finishing 1,000 chickens with the proper appliances is no more than is necessary for rearing 200 chickens by the natural means. Poultry farming is a business that requires to be developed in the same manner as the butter, cheese and fruit branches. A substantial profit can be made from the poultry business, when it is carried on as an adjunct to farming, and with the same careful attention and financing.

The Dominion Department of Agriculture is endeavoring to increase the poultry trade of Canada; to encourage the growing of the greatest number

of high class chickens, and to assist in the marketing of them. A revised edition of the bulletin "Profitable Poultry Farming" has just been issued, and will be mailed without charge on application to the Commissioner of Agriculture and Dairying, Ottawa. The information it contains is of great value to the poultry work, and it should be in the hands of every interested poultryman in Canada.

VICE-REGAL VISIT.

The Governor-General and Countess of Minto spent a couple of hours visiting the immense Massey-Harris works on their recent visit to Toronto.

At the special request of their Excellencies the visit was kept private; it being their wish to view the great works while in operation and the men actively engaged in performing their accustomed duties.

Notwithstanding the care exercised by the officials and superintendents of the company to this end, the familiar features of the vice-regal party were soon recognized by the employees, and cheer after cheer rang through the building and flags and bits of bunting appeared on the scene in a moment to give the party a royal welcome.

Captain Bell was with their Excellencies, and the party were escorted through the plant by Messrs. C. D. Massey, Hon. President; Hon. J. McInnes, President and General Manager; J. Kerr Osborne, Vice-President and Assistant General Manager; R. H. Verity, General Superintendent, and C. J. Love, Superintendent Toronto Factory. Their Excellencies experienced keen delight in watching the various wonderful methods of manufacture employed to produce the world-renowned Massey-Harris implements.—Toronto Star, June 3, 1903.

RIVERS WILSON INTERVIEWED.

Sir Charles Rivers-Wilson, president of the Grand Trunk railway system, before sailing for England recently, gave the following interview with respect to the Grand Trunk Pacific project: "I have been in Ottawa," said Sir Charles, "consulting with the officers of the government and arranging details. I

also went as far west as Winnipeg consulting influential persons in the project, and am returning to London with the sanguine expectation that everything will be done as soon as possible."

"The bill for the charter of the Grand Trunk Pacific has now passed through the railway commission, and must pass the senate, which I confidently expect will not take more than a fortnight when we will then practically have a charter."

"We propose to spend \$2,000,000, which will be raised by an issue of bonds. The stock of the Grand Trunk Pacific, which we will eventually have a trans-continental line 2,000 miles long competing directly with the Canadian Pacific."

"Traffic between Atlantic and Pacific points."

"Our line will run from Quebec over the Rocky Mountains to Port Simpson. The Grand Trunk Pacific has been promoted by the Grand Trunk, but will be operated under its auspices and organized by it."

"The immediate and pressing object of its construction is to relieve the congested traffic and supply the transportation needs of the country, now wholly inadequate for the population and development."

"We shall have plenty of business. The growth of the country has been somewhat retarded by lack of transportation facilities. Right now Canada is highly prosperous. It is growing up leaps and bounds. People are going to the country by thousands and will quickly find it will develop still more rapidly."

"The Grand Trunk Pacific will prove a factor of magnitude in promoting through freight traffic between Europe and the Far East. We expect to provide a steel highway from Quebec on the west to Port Simpson on the east, which will be useful to the world's shippers and profitable as a business enterprise to its promoters."

"The freight handlers of the Chicago and Alton railroad were called out on strike on Wednesday because two of their number were discharged. Only half of the men responded to the strike call."

All trades interested in building operations in the city of New York have gone on strike in retaliation against the action of the master builders who locked out the carpenters because they could not agree among themselves.



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