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bred by J. Deane Willis, sire Bapton Emigrant (71970), out of Cowship, by Baron Bridekirk 3rd (60302). Bapton Favorite was sire of three bull calves, eight months old, that sold at the Duthie-Marr sale in 1903, for an average of \$1,955 each, and at the dispersion sale of the late W. S. Marr, Bapton Favorite at five years old sold for the long price of 1,200 guineas, and since then has been secured by Mr. William Duthie for use in his great herd at Collynie.

The dam of Prime Favorite was Princess Royal 49th, by Sea King, of the Cruickshank Silvery tribe, by Gondomar, having Royal Duke of Gloster and Champion of England in his pedigree.

Mr. Bredt also bought a very choice two-year-old heifer at Miller Bros.' sale, called Village Girl, considered to be only second in quality and value to the \$2,500 Pleasant Valley Jilt, the sensation of the winter's sales in Ontario. It is also reported that Mr. Bredt has bought from Messrs. John Dryden & Son a yearling roan heifer, a very strong show proposition. Such additions will raise the general average of "Golden West" Shorthorns to the level of the best herds in the West, and eventually to the best in the Dominion.

THE PROGRESS OF EMPIRE

In the London "Graphic," of December 19th, 1908, appears a descriptive article, with illustrations regarding the Grand Trunk Pacific and the Pacific Coast terminal, Prince Rupert. The new trans-continental railway, which the Grand Trunk Pacific Company is building across Canada, is in operation now from Winnipeg to Wainwright, Alberta, a distance of 670 miles. When the 3,600 miles of railway are complete, from Prince Rupert to Halifax, Great Britain will be two days nearer her far-eastern possessions than she is by the shortest route today, and wheat fields in the Canadian central west, equal to four times the wheat area of the United States, will be open for settlement and the production of grain.

The building of the new trans-continental Canadian line has eclipsed any feat of railway engineering before attempted in America or the world. The "Prairie section" from Winnipeg to the mountains is being built in record-breaking time, and has the reputation of being the most substantially constructed stretch of road-bed in Western Canada. Work this year will be pushed vigorously in the mountain section, both from the coast and prairie ends. Trains will be running direct from Winnipeg to Edmonton by the end of August, and when the line is linked to the section stretching inland from Prince Rupert, and the government division east from Winnipeg to Monckton is complete, this country will have an all-Canadian rail route from ocean to ocean, and the Empire one other link that binds the homeland to her greater dominions beyond the seas.

Prince Rupert, the Pacific terminal city, the town that sprung into existence almost in a night, is situated on the finest harbor of the center Western coast. It is 550 miles north of Vancouver and only 50 miles from the southern extremity of Alaska. In a few years it will rival Vancouver as an ocean port, and will have over that city the same advantages the latter possesses over the more southerly American ports, viz.: shorter sailing distance to the Orient.

CLYDESDALE SALES IN ALBERTA

John A. Turner, of Balgreggan Stock Farm, Calgary, has of late been disposing of Clydesdale stallions and fillies very fast. Some of the recent sales that may be mentioned are: Lute Player, a good four-year-old stallion, along with an imported three-year-old filly go to H. N. Evans, of Pine Lake, Alta. An extra choice young yearling stallion, along with a beautiful Consul filly go to Thos. Gibson, of Gleichen, Alta. Mr. Gilmour, of Pasqua, secured the

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We could quote a page of the same style of appreciative clippings from satisfied readers

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