

poultry. Mr. Foley mentioned an instance of big money in poultry in Southern Alberta. A Mr. McEwan, an experienced breeder, averaged a net return for the season of \$2,024 from each of his hens. This was, of course, made possible only by the high prices which prevailed for eggs.

The Review man by this time exhibited strong symptoms of "hen fever." He got busy with his pencil and rapidly figured out, by a simple process of multiplication, how many McEwan hens would be required to enable him to retire from active business and keep an automobile. He decided to pursue the subject further and interviewed a number of dealers in the city of Calgary.

The manager of a large jobbing house said: "For another two generations this province will probably have to import poultry and eggs. The influx of population, rural and urban, to Alberta is unprecedented in the history of any country. It precludes all possibility of our supplying the local demand for many years. From 30 to 40 cars of dressed birds from the east were distributed throughout Alberta and British Columbia last year. This represents, together with the eggs imported, a sum exceeding a quarter of a million dollars.

The Manager of the Hudson's Bay Company said: "Wholesalers, during the entire year, bring in carload after carload of eggs from Ontario for distribution throughout Alberta and British Columbia. There is no reason why we should not be exporting instead of importing poultry and poultry products, especially when we consider that the price of eggs will average at least 30 cents per dozen throughout the year. City people seem to appreciate more readily than the farmer the possible profits of the poultry industry. They are rapidly going in for the raising of chickens wherever possible. It is, however, the farmer who has the opportunity to make the most profit."

Messrs. Copas & Emerson, grocers, stated: "There is no reason why we should annually import two-thirds of our eggs from Ontario. Hens here lay throughout the year, and, at the present time (January) the poultry men are disposing of their surplus eggs at 60 cents a dozen. With our unexcelled conditions for the raising of poultry, such a proposition should surely appeal to Southern Alberta farmers."

Live Stock Markets.

There is no question in which the farmer producer is more keenly interested, than that of markets. Markets and colonization generally go hand in hand. With the influx of settlement, railway construction commences, and, with the increase of output, markets for every class of agricultural products are developed.

The revelations in regard to the operations of the "Beef Trusts" of the United States, are still fresh in the public mind. The American farmer is beginning to realize that he is held firmly in the grasp of a monopoly, whose policy is

not to quite destroy "the goose that lays the golden egg," but to feed it just sufficiently to keep it alive and producing. It is a matter for congratulation that Western Canada has escaped the organization of a monopoly in the handling of its agricultural commodities.

The live stock and meat industry of the United States, is perhaps the most highly organized business in the commerce of that country, and it is, therefore, admitted, that the "Beef Trust" can afford to pay a reasonably large price for live stock of all kinds and still make its enormous profits. The industry in Canada is, naturally, not developed to the same extent. We have not a multitude of overcrowded manufacturing centres and an ever-increasing non-producing population to supply. At the same time, farm values for agricultural products in Alberta, compare very favorably with values at points in the United States, similarly situated. With the enormous strides the live stock industry is making in Southern Alberta, and the opening up of large packing establishments, there is no reason to suppose that within comparatively few years, the market conditions on the Canadian side of the line will not be at least equally as good as those on the American side, and, what is more to the point, any hint of unfair or illegal conspiracy on the part of those handling such products, will immediately result in legal action on the part of those in authority, and it may be mentioned that, once the machinery of the law is put in operation in Canada, conspiracy or unfair trade conditions, very quickly bow to the decision of the courts and public opinion. This, at least, has been Canada's record so far. Several trade conspiracies have been effectually "nipped in the bud" in Canada within the last few years, and the railways are under the strictest supervision by the Canadian Railway Commission, which has the most unlimited powers.

The "private car line," which has been responsible for such enormous transportation charges on perishable agricultural products in the United States, is an unknown quantity in Canada. The Canadian Pacific Railway owns and operates absolutely, its own refrigerator cars, and icing charges and other transportation charges in connection with such special cars are based absolutely on the cost of operation, with a reasonable percentage for profit added.

Commodious stock yards are provided at all feeding and resting points along the main and branch lines of the Canadian Pacific Railway. A general live stock agent pays particular attention to the movements of live stock trains, and every facility is given shippers to get their animals to the market in the shortest possible time and with the least possible amount of shrinkage.

While the time is not, as yet, ripe for the concentration of the Western Canadian cattle business at one or two points, with daily markets, there can be no doubt that we are within measurable distance of that period in our development. Commodious stock yards are available at Calgary, where periodical sales of cattle and horses take place. The Calgary market