

Not only SAFETY FIRST but  
SAFETY ALWAYS assured when  
you use

TRADE **SAWYER** MARK  
Registered

**Stitched Canvas Belt**

Manufactured for 28 years by  
SAWYER BELTING CO.

**E. B. PLEWES CO.**  
DISTRIBUTORS

"A Good Concern to do Business with"  
122 LOMBARD ST., WINNIPEG



**London "Handy"**

Concrete Mixer pays for it-  
self in fifteen days' use. It  
mixes any kind of concrete  
or mortar. Send for cata-  
log No. 1K.

London Concrete Machinery Co.  
Dept. A, London, Ontario.  
World's Largest Manufac-  
turers of Concrete  
Machinery.

## Clydesdales HACKNEY and WELSH PONIES Shorthorns SHROPSHIRE and OXFORD- SHIRE SHEEP

IF YOU WANT THE BEST IN ABOVE BREEDS WRITE US FOR  
PRICES AND PARTICULARS

Our own show yard records and the records of those that bought from us are  
the best proof of the high quality of our animals.  
In 1915 we won in Calgary and Edmonton only, 12 Championships, 9 Reserve  
Championships, 53 Firsts, 29 Seconds and 9 Thirds

PRICES VERY REASONABLE

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GOLDEN WEST BALGREGGAN CALGARY, ALTA.

## WE BUY FLAX

In large or small lots direct from the farmer. Send us by mail small sample  
of your flax, stating quantity. We will make you spot cash offer. No  
delay, no commission, no charges.

**THE CANADA PAINT COMPANY, 112 Sutherland Avenue, WINNIPEG**

# There is more or less work

Every furnace demands *some* attention. But there is no reason  
why the twice-a-day job should be anything but pleasant. And  
to save a *little* time and a little bother every day means a lot  
in the course of the winter.

The Sunshine is a furnace any one can look after  
without spoiling either clothes or temper

The door is large enough for the biggest coal  
shovel. The grates are strong and turn  
easily. The ash-pan catches *all the ashes*  
without the need of shovelling. The water-  
pan is located so that it can be *filled quickly*.

Ash-dust cannot escape when the Sunshine

is being shaken down. None of that light  
dust floats about the house or the basement.

The damper and the check draft can be reg-  
ulated from upstairs—and perfectly too. The  
close-fitting doors and dampers hold the fire  
for hours without waste.

## McClary's Sunshine Furnace

Do you know how little it will cost you to enjoy the  
comforts of a fine Heating System in your home?  
Send the coupon for a copy of our booklet "Sun-  
shine." And if you wish to have prices of in-  
stalling a Sunshine Furnace, let our Heating

Engineer send you the information. Tell him  
the kind of a house you have and the num-  
ber of rooms; give him a rough ground  
plan of the upstairs and downstairs

and he will show you how to plan  
your heat distribution so as to  
get the utmost out of it. There  
is no charge for the service;  
it is free whether you  
buy a Sunshine Fur-  
nace or not.

1. Your booklet on  
the Sunshine Furnace.

2. Also forms for filling  
out, so that your heating  
engineers can tell me how to order  
and install a system that will properly  
heat my home.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_



**McClary's**

London Toronto Montreal Winnipeg Vancouver  
St. John, N. B. Hamilton Calgary Saskatoon Edmonton

many years, and a putrifying disease  
was to reach that stage where the con-  
dition which Howe had thought incon-  
ceivable—the alienation of vast areas  
of the nation's best land for the ag-  
grandizement of a few private fran-  
chise holders—would be taken as a mat-  
ter of course. Indeed, the time was to  
come when these despoilers of the na-  
tional heritage would be held up by  
not a few as angels of light whose sole  
mission was the advance of the people  
to economic freedom.

It is important here to recall the  
fact that the local railway lines of  
both Nova Scotia and New Brunswick,  
which, in confederation, went to form  
the Intercolonial system, were projected  
and built under provincial ownership,  
and that these lines and the Intercol-  
onial main line were carried thru with-  
out any public scandal, or the fraudu-  
lent construction work which marked  
the history of the Grand Trunk and  
other Canadian lines under private own-  
ership. The frightful deathhead held  
up by private railway interests, show-  
ing what might happen if the nation  
came into possession of its own rights,  
vanishes like mists before the morning  
sun, if we examine the matter in the  
light of our own past railway history.

By a sure intuition Howe put into  
a single sentence the proper duty of a  
state to its railways, when he said,  
in one of his Halifax speeches: "It is  
the first duty of a government to con-  
trol the great highways of the coun-  
try." By an equally sure instinct his  
audience endorsed his definition, as re-  
corded by a public man who heard the  
speech: "We never saw anything like  
the unanimity and enthusiasm with  
which the new policy thus propounded  
was received by this great meeting.  
Men who had not spoken to Mr. Howe  
for years were loudest in their expres-  
sions of approbation, and his friends  
were of course gratified at this new  
proof of his boldness and sagacity."  
Sir John Harvey, the hero of the battle  
of Stoney Creek, then governor of Nova  
Scotia, reported to Downing Street his  
entire approval of the policy of making  
the railway a government work, as the  
"highest and most legitimate functions  
of a vigorous executive."

### Intercolonial Public Utility

It was, no doubt this clear statement  
of principle which kept the route of  
the Intercolonial on its original lines,  
and decided the Imperial Government  
to decline aid to the privately owned  
road to Portland. Hinks himself  
thought it wise, in arranging his deal  
for the western extension of the Grand  
Trunk, to cover up his defection from  
the principle of government ownership  
by subtly changing the conditions of  
his bargain with the contractors, so  
that while the road should be financed  
by government bonds, instead of the  
company's bonds as first planned, the  
railway should remain none the less un-  
der private control.

What Howe foresaw of the surrender  
of public rights in Canada, Lamartine  
foresaw in France. That scholar and  
statesman, speaking in the Chamber of  
Deputies in 1838, said: "What will be  
our condition when, according to your  
imprudent system, you shall have con-  
stituted into a unified interest, with in-  
dustrial and financial corporations, the  
innumerable stockholders of the five or  
six billions which the organization of  
your railways will place in the hands  
of these companies? You, the partisans  
of the liberty and enfranchisement of  
the masses—you, who have overthrown  
feudalism and its tolls, its privileges of  
the past, and its boundaries—you are  
about to allow the railways to fetter  
the people and divide up the country  
among a new feudalism. Never a gov-  
ernment, never a nation has constituted  
outside of itself a more oppressive  
money power, a more menacing and en-  
croaching political power, than you are  
going to create in delivering up your  
soil, your administration and the five or  
six billions of securities to your private  
railway companies. I prophesy with  
certainty that, if you do this, they will  
be masters of the country in ten  
years."

France realized her danger and de-  
livered herself, after a long struggle,  
which might have been avoided had La-  
martine's warning been heeded.

Now is

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