

McLAUGHLIN

## "WHEN BETTER AUTOMOBILES ARE BUILT - McLAUGHLIN WILL BUILD THEM"

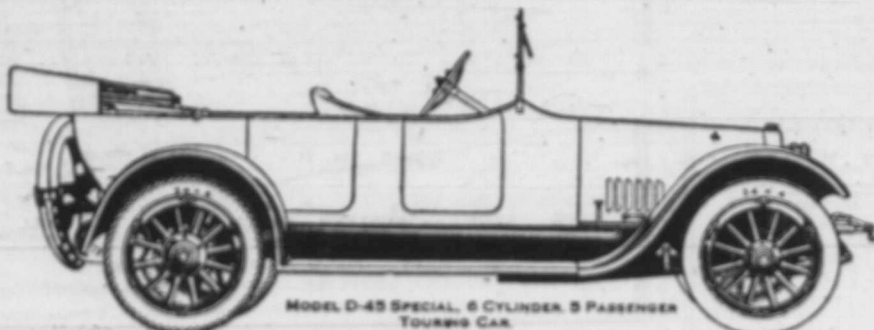
THIS appropriate phrase is more than a working motto, more than a stirring slogan—it is a promise backed by performance.

McLaughlin builders have won today's undisputed leadership on a Big Idea—a right principle, rightly applied, the famous McLaughlin Valve-in-Head Motor.

But McLaughlin science, skill and building honesty, is ever ready to make that "better" automobile whenever it can be built.

The constant aim toward the greater service is the way McLaughlin builders prove their appreciation of Canada's endorsement.

Send for new Catalogue "A" showing complete line to  
The McLAUGHLIN MOTOR CAR CO., Limited,  
OSHAWA, ONTARIO.



MODEL D-45 SPECIAL, 6 CYLINDER, 5 PASSENGER  
TOURING CAR

The McLaughlin Series include 6 and 4 cylinder cars in Touring, Roadster and Sedan types, ranging in price from \$895 to \$2350.

See the New Series McLaughlin at Nearest Showrooms  
Branches in Leading Cities. Dealers Everywhere.

Canada's Standard Car

first place? Is it not that Canada offers inducements greater than such a law holds for them, and they can safely be trusted to look after No. 1?

As regards the magnanimity of the U.S. in giving their foreigners equal rights with her native born, we may all agree, but as regards to the wisdom of it, well—time will show. Meanwhile, despite her progress and institutions, I think she would sleep sounder o' nights if she had not given unto herself so many masters.

Therefore, let us in Canada not expect too much of human nature. The millennium not having dawned yet, any abortive, well meaning attempt to make the lion and the lamb lie down together can only end disastrously for the lamb.

MORE GINGER.

### THE ISLE OF PINES

Editor, Guide:—I shall deem it a favor to be allowed a few lines in your paper in reply to the two letters appearing in your issue of January 3, from Messrs. Conboy and Emslie, re the above. These men know practically nothing about the island having been there only for about three weeks and whilst there were guarded lest they came in touch with the failures. As I know every part of the island I ought to know something of the conditions obtaining there. I will give the names and addresses of ten men who have absolutely failed for every one that they ever has been successful, and I will give twenty names whose bank account has been reduced almost to vanishing point for every one they can give who have increased. The advertisements of the company on the island are unscrupulously misrepresented, exaggerated and misleading. The figures given of the man who took \$2,160 off 5½ acres is only half the truth and is grossly misleading as the writer does not give the cost of production, the cost of which on a low estimate is not less than \$2,285 or a loss of some \$125 on the transaction. I am prepared to substantiate my every statement that the island is an absolute failure, except to the land agents and I am willing to meet these two gentlemen or any man that knows the conditions of the island with anybody of press or business men to discuss the matter anywhere and at any time.

G. M. PHILLIPS.

Pierson, Man.

Note.—Mr. Phillips claims the right to make a brief reply to letters which he considers questions his veracity. We are therefore publishing this brief statement and are not opening up the matter for general discussion.—Editor.

### DISCUSSION RE FREIGHT RATES

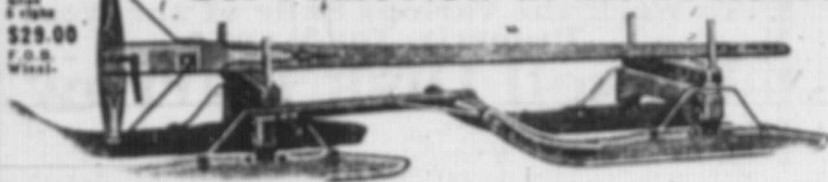
On February 3 representatives of the United Farmers of Alberta Co-operative Elevator Company, Saskatchewan Grain Growers' Association, Canadian Council of Agriculture, Manitoba Grain Growers' Association, The Grain Growers' Grain Company and the Western Canada Livestock Union met in the office of W. R. Lannigan, general traffic manager of the C.P.R. and J. Donegan, general agriculture of the C.P.R.

The representatives of agriculture asked for a number of concessions in freight rates. The C.P.R. favored a special rate for return to the country of the better class of screenings from terminals, tho it could not agree to a special rate on grain alone for feeding purposes. Two stop-over privileges for the distribution of carloads of grade breeding stock, the same as now applies to the distribution of carloads of pure bred stock. It was agreed by all, would encourage farmers in establishing small herds of stock. Present return transportation for attendants delivering carloads of stock enables them only to second class privileges where shippers who desired to do so should have the privilege of riding first class. While agreeing to the reasonableness of this request the C.P.R. felt it could only be granted on payment in cash of the difference between first and second class fares on the return trip.

It was felt considerable improved mutual understanding resulted from the meeting.

## Sleigh Prices Next Year will be Very High Get Yours Now at the Present Prices and be Sure

2 1/2" Steel  
Shoes  
\$29.00  
F.O.B.  
Winnipeg.



Read what a Secretary of a U.F.A. Local says under date of February 5, 1917:

"All sloop sleighs have arrived in good order. Thanks for prompt shipment. All members who have used them are satisfied. They are built on correct lines and ought to last a life-time. Good value for the money and much better than others shipped here."

The Grain Growers' Grain Co. Ltd., Winnipeg, Man.

I enclose \$ (which includes freight charges to my station). Send me a set of your Sloop Sleighs as advertised in The Guide, February 14, 1917.

Name

With another six weeks of good sleighing ahead and only a limited number of one style and size, left, you will do well to get in touch with us at once.

Sleighs ship as second class freight.

Prices: G.G.G. Sloop Sleighs, 2 1/2" steel shoes, Weight 515 lbs. Winnipeg \$29.00 Regina \$30.50 Calgary \$32.00

Use the coupon. We can ship the sleighs the same day we receive your order.

The Grain Growers' Grain Co. Ltd.

Branches at  
Saskatoon, Man.  
Calgary, Alta.

Agents at  
Winnipeg, Man.  
Regina, Sask.