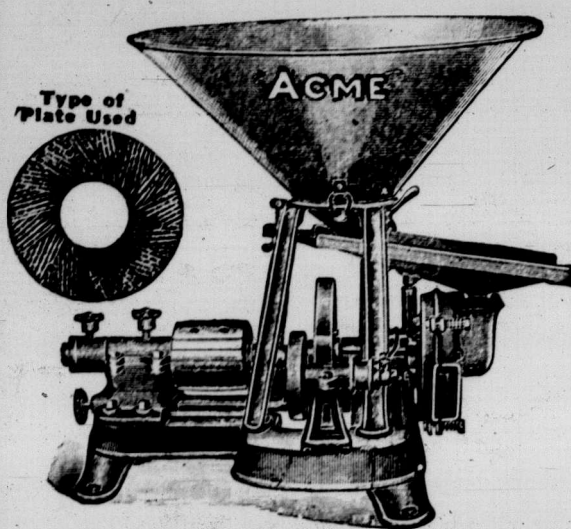


"ACME" LOW DOWN GRINDER



This grinder is built for heavy work. The frame is strong. Main shaft is made of best cold rolled steel. Bearings are very heavy and long and are supplied with self-oiling cups. Shaker pan is large and works automatically. Grinding plates are made of special hard chilled iron, with flat surfaces. Plates can be adjusted and grinding made fine or coarse as desired. Plates are reversible. The low frame does away with all vibration, and lowers the hopper nearly two feet closer to the floor, so that it is much easier to fill. Hopper holds 4 bushels. Is easy running, ball bearings and adjustable levers. This grinder we absolutely guarantee to give as good service and satisfaction as any grinder sold around these prices; in fact, it is made in the same factory and by the same workmen as all other grinders of this exact type sold by mail, and these prices will save you money. When you want a grinder that has stood the test of time, buy our "Improved Cyclone Ball Bearing Grinder," as illustrated on page 13 of this issue.

PRICES OF "ACME" FEED GRINDERS—

6-inch GRINDER. Weight 265 lbs. . . \$24.50	10-inch GRINDER. Weight 350 lbs. . . \$30.00
7-inch GRINDER. Weight 270 lbs. . . 25.50	12-inch GRINDER. Weight 450 lbs. . . 40.00
8-inch GRINDER. Weight 310 lbs. . . 26.50	BAGGER, to fit, extra . . . 9.00
EXTRA BURRS, 6-inch, \$1.25; 7-inch, \$1.40; 8-inch, \$1.50; 10-inch, \$2.00; 12-inch, \$2.50.	

Takes Second Class Freight Rate.
NOTE.—The plates or burrs on this grinder are interchangeable and the same as used on the old type of "Cyclone" and "Imperial" Grinders.

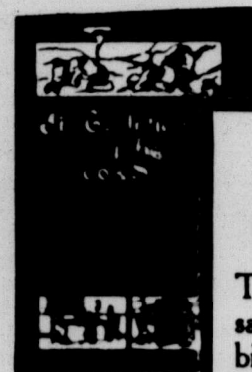
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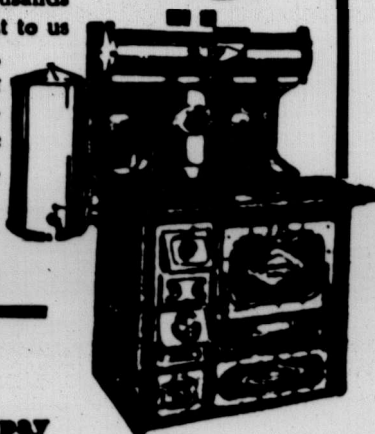
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Dominion Pride Range is the range you would choose at any price—a beautiful steel range with unbreakable doors, castings and lids of malleable iron—a range that saves coal—a range so solidly built that with care it will last a lifetime.

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Ottawa, Nov. 14.—The most noticeable feature of the present week in the capital has been the absence from the departments of the ministers in charge, and a general complaint on the part of the corps of press correspondents who make their headquarters at Ottawa the year round that there is "nothing doing." Certain it is that for one reason or another everyone connected with the government of the country is taking it easy despite the fact that there are such pressing problems as the high cost of living, necessary reductions in the tariff, etc., to be solved. A curious development of the last couple of days has been in connection with the appearance of a series of items in the government press stating that Premier Borden is in first-class health and is enjoying himself on the golf links at Hot Springs, Virginia. It is added that he will not be back in the capital for a few weeks, perhaps not until the middle of December. It, apparently, has not occurred to the writers of these paragraphs that they are doing the prime minister a great injustice. In their eagerness to inform the public that Mr. Borden is not seriously ill they describe him as being a perfectly well man, and thereby create the impression in the minds of many hard-working people that he is not sticking as assiduously to his last as a strong and healthy man should. They assume that because a man is able to spend a couple of hours on the golf links he must be in good condition. Well, golf is not football exactly and physicians have been known to recommend this form of sport to human beings not far from the line of invalidism as a proper method of regaining vigor. The facts as to Mr. Borden's health are just as stated in this letter last week. He is neither very sick, nor very well, and he has decided, and no doubt wisely, that it is better to go away now and regain his vigor than to run the chance of a complete breakdown during the course of the session. Mr. Borden has had many worries and has more to come. He has been ill enough to make a rest advisable and is not, as over zealous friends would seem to be endeavoring to make people believe, a perfectly well man who has run away from his job.

Another member of the cabinet who is far from being a well man is Hon. Frank Cochrane, minister of railways. Whatever defects, or virtues, Mr. Cochrane may have as a public man there is one point upon which all who know him will agree. He is a hard worker. He does not spare himself day or night. Mr. Cochrane has had his worries, too. I understand that he is suffering from a temporary breakdown due primarily to stomach trouble. He has been away from the capital a great deal during the past six weeks and it is said that Ottawa will see but little of him between now and the time the session opens. He has been in Toronto undergoing medical treatment. Later on he will rusticate in Northern Ontario for several weeks in the hope of being restored to complete health.

Foster on Reciprocity

Other ministers away during the week have been Hon. Geo. E. Foster, the acting prime minister, and Hon. L. P. Pelletier, the postmaster general, who have been making speeches before the Canadian Club and other bodies in New York city. Addressing the former club Mr. Foster made the somewhat interesting revelation that he is a believer in reciprocity, but not of the kind that would put money into the pockets of the producers of Canada or give some relief to the consumers of the cities at certain seasons of the year. He would have a reciprocity "of language, and ideals and literature." It is doubtful, however, if reciprocity in language of the sort that was used to defeat the pact would help much to improve international relations. It certainly is wonderful what a difference a few hours of travel make in the talk of some people. Still other ministerial absentees have been Hon. Robt. Rogers and Hon. J. D. Hazen, who have been down in the

Our Ottawa Letter

Ministers Away and Problems Unsolved—More Subsidies for Mackenzie and Mann

(By The Guide Special Correspondent)

Maritime Provinces trying to straighten out some difference between the cities of Halifax and St. John arising out of an agreement arrived at recently between the C.P.R. and the I.C.R. management. As a result of this arrangement the people of St. John claim that goods will be taken past their door to Halifax over the I.C.R. for shipment. From a business standpoint the arrangement is probably all right, but the St. John people are doing a lot of hollering and Mr. Hazen is in hot water. Incidentally the minister of public works will look over the harbor improvements in the two cities which have been planned and which will cost many millions of dollars.

Mackenzie & Mann Want Money

Despite denials to the contrary on the part of Sir Donald Mann a general impression prevails at the capital that the Mackenzie and Mann interests will be back at Ottawa during the coming session to ask for more aid for their railway projects. Representatives of the company have been here looking over the situation. Beginning with the month of September a noticeable shrinkage in the revenue set in and the indications are that it will continue for some months to come. Up to the end of October the expenditures increased by over twenty-one million dollars, as compared with the first seven months of the last fiscal year. Nearly fourteen millions of this increased expenditure was due to the payment of railway subsidies, practically all of it going to the Canadian Northern. There is still three millions in the public treasury coming to the company. By the time it has been taken out and other liabilities paid off there is not going to be much of the fifty million dollars surplus left. After sizing up the situation it is understood that an official of the Canadian Northern said that the company would not ask parliament for anything this session if they could possibly avoid it. In other quarters it is stated that the company will need the money and will certainly have to ask for more subsidies. It will be recalled in this connection that at the time The Grain Growers' Guide asserted last winter that the Canadian Northern was seeking assistance at Ottawa an emphatic denial was given to the report. Nevertheless the company arranged to lift sixteen millions out of the public treasury before the House prorogued. It is almost a safe wager that history will repeat itself, and that when the railway aid bill is brought down there will be something in the bag for the Canadian Northern.

Condition of the Treasury

In speaking of the financial position of the government it would, perhaps, be desirable to be a little more exact. The situation in a word is this. With the end of October, which is the seventh month of the fiscal year, collections from all sources totalled \$101,000,000, or five millions more than for the same period last year. But for the month of October alone there was a decrease in the customs of \$1,100,000. Should this continue for the remaining five months of the fiscal year the total revenue will just about equal, while it may be less than, the revenue collected last year. As indicated, the expenditure has been rapidly increasing. The prospect is not a pleasing one for Hon. W. T. White, who, on budget day will not have as rosy a tale to unfold as last year, although the revenue will doubtless exceed the amount spent on revenue account. There will probably be one of those "apparent" surpluses about which governments are pleased to boast.

The Farmer: I hear there's a fine, fat pig for sale here. Can I see it?
The Boy: Fey-ther! Someone wants to see yer.—Sketch.

Nothing is conquered until self is overcome.—Chinese Proverb.

Men may be born with fortune ready made, but character they have to achieve.