



3 times as many
CASE Steel Threshing Machines

are sold as any other make of threshing machine. Remember this, if you are going to buy a machine. The CASE reputation for being the best reaches back to 1842. And today we lead all others, 3 to 1. The big reason is *just plain, reliable service*. CASE machines cannot be built better. Into each one go the best materials, the best construction and the best engineering skill that the industry has developed.

Fire-proof—Weather-Proof—Wear-proof

Built almost entirely of steel, CASE Threshing Machines are least affected by the things that send ordinary machines to the scrap pile. Fire leaves them almost intact. Weather does not warp them. Work only improves them. The exclusive CASE construction makes them without a peer. Built in all sizes, with attachments to thresh all kinds of grain and seeds. Superior to others in dozens of important ways. Most profitable to buy and run. Better be safe than sorry.

Free Information Send a postcard for "Facts from the Field"—just out. It tells what users have done with CASE machinery. We will also send our big Threshing Book, telling all about CASE Steel Threshing Machines, Tractors, Power Gang Plows, Hay Presses, Corn Shellers, Road Machinery and CASE Automobiles, if you want it.

J. I. Case Threshing Machine Co., Inc.
531 Olive Street
Racine, Wis.

Plow Shares For Summer Following

12-in. Shares, each \$2.00 Every Share perfect and guaranteed to fit.
13-in. Shares, each \$2.25
14-in. \$2.25; 16-in. \$2.50

PLOWS

Gang Plows \$65.00
Sulky Plows \$45.00

GASOLINE ENGINES FOR THE FARM

1 1/2 h.p. \$42.50
3 h.p. 85.00
5 h.p. 130.00
7 1/2 h.p. 195.00

Write for Illustrated Folder covering our complete line

The Canadian Stover Gasoline Engine Co., Limited
BRANDON, MANITOBA

Lumber Direct from the Mills at Wholesale Prices

Our Quality the Highest. Our Prices the Lowest. Our Service the Best.

SEND us your bill of lumber, and without cost or obligation to you, we will tell you the price of each item as well as the cost of the entire bill delivered, Freight Paid, to your station.

We wholesale to a nation instead of retail to a neighborhood

Write to-day for complete price list.

CONSUMERS LUMBER CO.
VANCOUVER, B.C.

Co-operation

THIS is the age of co-operative buying. Send us your address and let us tell you how to buy by this plan. The Flour that is always good.

Daily Capacity 300 Barrels

ECHO MILLING COMPANY
GLADSTONE, MAN.



ALBERTA FARMERS!

Write for full particulars **Cream Wanted** I pay cash on arrival

SHIP TO CALGARY

P. PALLESEN, Calgary Central Creamery, Box 2074, Calgary, Alta.

Marketing your Grain

Continued from Page 7

and weighing, called setting the dockage. In this process either the cleaned grain or the resulting screenings can be weighed. Both methods are permissible and both give accuracy. At Winnipeg the screenings are weighed, while at Fort William the cleaned grain is weighed.

When the grading is finished the samples are put into tins with the sample tickets, and placed systematically in shelves. They are kept so long as

going south, Winnipeg for all east-going grain, and Fort William and Port Arthur for grain going out of the terminal elevators.

All east-going grain passing thru Winnipeg is inspected in Winnipeg. The cars are sampled there, the grain is inspected there, and the Winnipeg Inspection Office is the headquarters of the inspection. The prime object of grading is to classify the grain for bulk storage in the terminal elevators. The individual lot is merged in the bin containing grain of the same grade, and bulk storing by grade lessens the cost. As the storage is at Fort William, the



Collecting the samples

it is considered possible that they may be required, and then they are sold.

The inspector's sheets are handed over to the clerical staff, and the records are made, and the certificates of grade issued.

Inspection Into the Terminals

Up till the present the main inspection points in the Western Division have been Calgary, for the grain going west of that city, Duluth for bonded grain

inspection at Winnipeg facilitates the unloading of the cars and the work of transportation. Were the grain inspected at Fort William and not at Winnipeg, the cars would have to be held pending not only the sampling, inspecting and issuing of certificates, but also possible demands for reinspection and appeals. By inspecting at Winnipeg, time is given for all these, and also for the sale of the grain by the time the cars reach the elevators.

Fire Guard Requirements

Every summer more or less loss is reported due to prairie and forest fires which have started from various causes. Carelessness is responsible for a great majority of the damage, and various agencies, notably the Commission of Conservation, are attempting to do all in their power to reduce this fire loss to a minimum. One of the possible causes of fire loss is from sparks or burning cinders from railroad locomotives which fall on dry grass, rubbish, grain or other highly inflammable material lying on and alongside the right-of-way. To reduce danger from this source to a minimum the fire inspection department of the board of Railway Commissioners has imposed upon railway companies definite fire guard requirements. The plan adopted involves a measure of co-operation between the railway companies and land owners and occupants, and on this account farmers should carefully read the following regulations which relate to grain stubble lands and cultivated hay lands.

Grain Stubble Lands

Clause 1. Section 297 of the Railway Act requires that "The company shall at all times maintain and keep its right-of-way free from dead or dry grass, weeds and other unnecessary combustible matter." As to portions of lines where the right-of-way adjoins lands devoted to grain crops, this requirement is hereby extended to include the strip between the right-of-way and the edge of cultivation, provided that this requirement shall not apply more than ten feet outside the right-of-way on private land, and that it is not necessary to cut brush or weeds or to clear up accumulations of debris, such as tree stumps, fallen timber, etc., on this strip.

Clause 2. The railway company is required to provide for the plowing of fire guards thru grain stubble lands adjacent to its lines wherever such action is

necessary in the judgment of the owner or occupant of such land, and where such owner or occupant, having been notified by the railway company as prescribed in fire guard requirements dated May 11, 1914, shall take the initiative and plow, immediately following the cutting of the grain, such fire guard, four feet in width at a distance of approximately one hundred feet from the main track for a remuneration of \$1.75 per lineal mile of four foot plowed fire guard, such amount to be paid by the company within forty days after the submission by the land owner or occupant of written statement of account to the railway company, it being understood that the minimum amount to be paid in any case shall be one dollar.

Clause 3. It is clearly understood that nothing contained in this letter, nor any action to be taken under it, shall be construed as in the slightest degree affecting the statutory responsibility of the company for the payment of damage claims on account of fires.

Cultivated Hay Lands

Clause 1. This classification shall include lands cultivated and sown or planted to tame grasses, such as timothy, brome, clover, alfalfa, etc.

Clause 2. On such lands, provision shall be made for the plowing of fire guards wherever such action is necessary in the judgment of the owner or occupant of such land, and where such owner or occupant shall take the initiative and plow such fire guard, four feet in width at a distance of approximately one hundred feet from the main track, for a remuneration of \$1.75 per lineal mile of four foot plowed fire guard, such amount to be paid by the company within forty days after the submission by the land owner or occupant of written statement of account to the railway company, it being under-