

THE BEST FOOD

The following interesting computation is made by H. E. Barnard, Ph.D., food commissioner of Indiana. Its facts are no less applicable north of the line and its suggestions may be of value in a practical way in the housekeeping problems of Manitobans. It costs the purchasing power of a dime spent for staple commodities. Ten cents will buy:

	Price per lb.	Protein	Fat	Carbohydrate	Calories
Beefsteak (round)	28	073	036	000	263
Mutton chops (loin)	32	039	062	000	445
Ham	36	046	108	000	545
Eggs, per doz.	36	24	062	044	260
Eggs, per doz.	60	40	025	0175	158
Milk, quart, 10c	05	072	08	094	660
Potatoes, bu.	\$1.20	02	005	000	865
Potatoes, bu.	\$2.40	04	010	000	1730
Potatoes, bu.	\$3.60	06	015	000	2595
Wheat bread	08	110	021	000	703
Wheat bread	08	146	028	000	937
Wheat flour	09	183	018	000	1190

This table is full of surprises. The first is the great difference in food value of staple foods. We see at a glance that potatoes at 90 cents a peck (until this year an unheard of price) are much cheaper than eggs at 36 cents a dozen.

Beef, even at the lowest price, costs most. This is due to the fact that it is less fat. But what it lacks in fat it gains in protein content.

The most striking thing in the table is the great value of bread. Ten cents spent for bread, even at its present high price, will buy 1,500 calories of energy; nearly five times as much as can be bought as steak, and six times as much as when spent for eggs.

Bread today is cheaper than potatoes at normal prices. Indeed, it is our cheapest staple food. But better than that it is the best balanced food we can buy at any price. With the exception of milk, it is the only food listed that contains protein, fat and carbohydrates in well-balanced proportions.

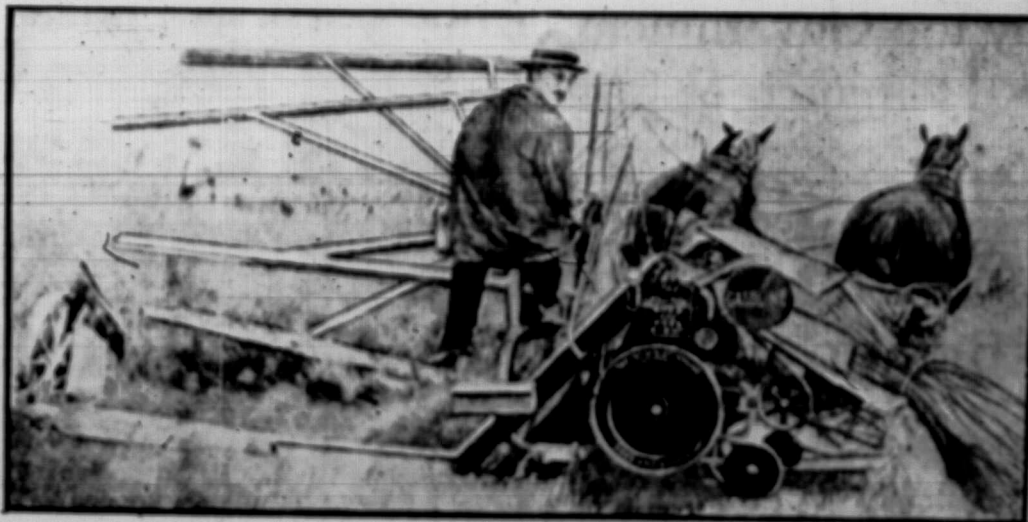
Today there can be neither excuse nor tolerance for the waste of a crumb of bread. Housewives must look to their larder. Bread that is eaten is put to its best use, but bread that is wasted in times like the present becomes partly to a crime. In cooking, the use of toast for a garnish or decoration, unless it is eaten, should be discouraged. Cutting more bread than the family will consume at a meal is wasteful. Crusts and crumbs must be carefully saved and utilized in other dishes. Only by such practices instituted at once can the United States hope to escape the necessity of dark, coarse breads, that are being eaten in Europe and generally known as "war bread."

CANADIAN RAILWAY PROBLEM

Today the people of Canada are more interested in the solution of the railway problem than ever before. There is a very strong feeling in favor of nationalizing all the roads and operating them as public utilities for the benefit of the people. Few people are well informed on the railway question. E. H. Higgar has performed a distinct service to the people of Canada by writing a book entitled "The Canadian Railway Problem." It gives the story of the Canadian railways from the beginning, showing what they have cost the people, how they are wasting the public money, and how they could give much better service if they were all operated as public utilities. He goes thoroughly into the graft and corruption that have characterized our railway administration, the waste of our natural resources, and shows the great advantages which will come by operating all the railways under government ownership. The book also reviews the railway situation in other countries, showing that nearly all the nations of the earth own and operate their own railways, except Canada and the United States, where the railways exercise a powerful political influence. The book is a mine of useful information, interestingly written and of vital importance to every tax payer. The railways of Canada have cost the people an enormous amount of money. It would pay every tax payer to devote an evening to reading this book and learning the facts of the problem upon which the voters must decide before it is finally settled. This is the only book available on this subject, presenting the facts and arguments in favor of nationalizing all the railways of Canada. It contains 224 pages of clean type, and is well bound in cloth covers. "The Canadian Railway Problem" will be mailed to any address for \$1.25 post-paid, by the Book Department of The Grain Growers' Guide, Winnipeg.

Some of the Many Good Points in THE NEW WAY BINDER ENGINE

Farmers will save millions of bushels of grain lost each year by equipping their grain binders with a "NEW WAY" Engine. It is indispensable in wet weather—invaluable in dry weather.



4 H.P. "New Way" Engine Used to Operate 8 ft. Grain Binders

The "New Way" being an air-cooled engine is the lightest Binder Engine on the market as it does not carry any tank of water. This engine is guaranteed to keep cool in hot weather and will not freeze up in cold weather—No pump to choke up with chaff and no water to haul.

The "New Way" is equipped with High Tension Magneto no batteries necessary. Batteries often get short-circuited and then the engine refuses to start. All your ignition troubles are forgotten when you use a High Tension Magneto.

Usable for All Kinds of Work

When your grain is harvested you can easily mount the "New Way" on a sub base. It is particularly adapted for filling the silo, running ensilage cutters, sawing wood, operating electric light plant, etc.

The "New Way" can be used the balance of the year for all other purposes within its power, it being furnished with either shaft or truck as desired.

You cannot afford to take a chance of losing all or part of your crop by not being able to cut it when ready, besides the loss of the use of the engine the year round.

Attachments furnished for all makes of grain binders as well as manure spreaders and potato diggers.

In extremely hot weather a binder equipped with a "New Way" works from sun up to sun down without stopping several hours in the middle of the day to rest horses. Time and grain saved will pay for a "New Way" and more.

The value of the number of dead horses dragged from the grain fields in 1916 would have bought many hundred "New Way" engines.

The "New Way" being a 4 1/2 inch bore by 4 1/2 stroke develops plenty of power. Compare this with other binder engines.

The "New Way" is also equipped with a Multiple Disc Clutch instead of a Cone Clutch which allows your binder to start up gradually instead of with a jerk which so often breaks your chain.

What It Means To Horses

With a "New Way" on the binder two horses pull it as easily as four without the engine. The horses saved can be used for other work or sold. The saving will pay for the "New Way"—and more.

Or, using a "New Way" with more horses you can cut your grain one third faster, which is important often in a dry season when the grain is ripe. This saving of grain, by preventing shelling, will pay for the "New Way"—and more.

Don't overlook the fact that the labor situation is a most serious one at the present time, so it is essential that you use all the labor-saving machinery possible to help harvest this crop.

Our Stock of Engines is limited this season. Order your engine now and don't wait until they are all sold out. Thousands of bushels of grain were lost last year on account of not being able to get engines to cut it at the proper time.

Riverside Iron Works

Phone M 1646

410 Riverside Boulevard N.E.

Calgary

Phone M 1018

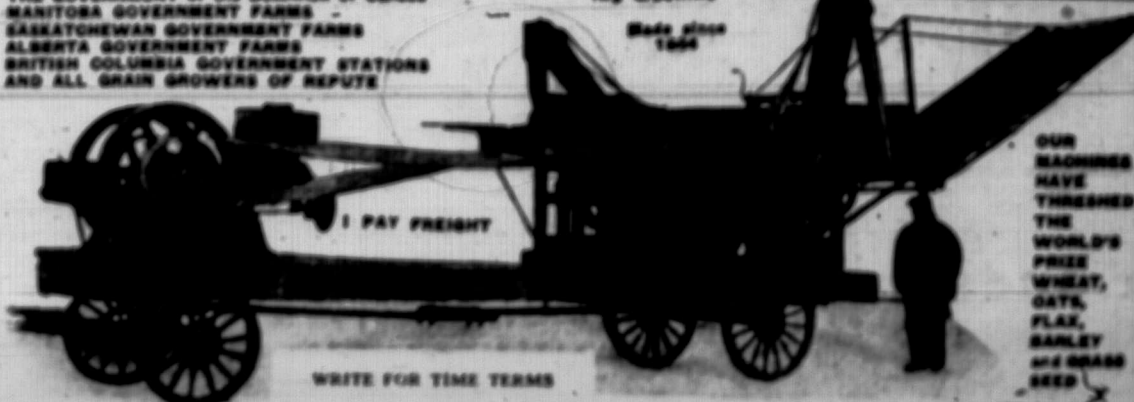
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