



SPECIAL NEWS on Four Splendid Lines of Imperial Fencing

THE PRICES GOOD ONLY WHILE THE LIMITED QUANTITIES LAST

This is the last announcement of the present EATON prices, which are well below the current market figure

Conditions in the wire market are so well known that the quotation of the following prices on "Imperial" Wire Fencing is but one more emphatic example of the EATON way of serving EATON customers by protecting them as far as possible from high prices on an ascending market.

"Imperial" is first quality wire fencing, none but high grade, open hearth, steel wire, properly galvanized, being used in its manufacture. The construction gives an extremely stiff panel. The "Imperial" will do more than just last, it will give continuous, efficient service. Order from this advertisement by these numbers. Quantities limited. Order without delay.

HEAVY FIELD FENCE, ALL No. 9 GAUGE WIRE

97XH5420. 5 line wires; stays or uprights 22 inches apart. All full gauge No. 9 wire. Height 42 inches. Spacing, from bottom to top, 9-10-11-12 inches. Weight 6½ lbs. per rod.

Price per rod **.26**
Sold in 20, 30 and 40 rod rolls.

MEDIUM FIELD FENCE, A LEADER FOR GENERAL PURPOSES
97XH1050. No. 9 top and bottom wires, balance No. 12. Height 50 inches, 10 line wires, spacing from bottom to top, 3-3½-3½-4½-5½-6-6-6-6 inches, stays 13 inches apart. Weight per rod 8 lbs. Price per rod **.37**
Sold in 20, 30 and 40 rod rolls.

IMPERIAL MEDIUM WEIGHT HOG FENCE
97XH834. Height 34 inches, 5 line wires, spacing from bottom to top, 3-3½-3½-4½-5½-6-6 inches, stays 13 inches apart. Weight per rod 7 lbs. Price per rod **.29**
Sold in 20, 30 and 40 rod rolls.

SPECIAL MEDIUM WEIGHT HOG FENCE
97XH726. Height 28 inches, 7 line wires, spacing from bottom to top, 3-3½-4-4½-5-6 inches, stays 13 inches apart. Weight per rod 6 lbs. Price per rod **.25**
Sold in 20, 30 and 40 rod rolls.

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he has made the proper step to relieve himself and is now putting it up to the wholesaler and jobber in no uncertain fashion. Definite settlements by farmers at some date not exceeding a month should be made. There is much mutual work on the part of both to be done that would create a better understanding and better business.

RUSSIAN RAILWAYS

The American-Russian chamber of commerce has received information, it was announced recently, that members of the Russian cabinet have decided, after a conference in Petrograd, to make preparations for the construction of 25,000 miles of railways in Russia within five years. The Russian ministers of agriculture, industry, commerce, finance and war participated in the conference, according to this information.

A report was presented by a prominent Russian engineer asserting that after the war Russia must plan for a system of railroads to link together all localities possessing potential natural wealth and that these new lines should be connected with the trunk lines in order to develop her mineral and mining industries. The necessity for railway construction in that country, it is asserted, has been emphasized by the congestion of Russian transportation systems since the beginning of the war.

THE GERMAN TRANSATLANTIC SUBMARINE

On July 9, the much talked of German trans-Atlantic submarine merchant carrying a cargo of 700 tons of chemicals and dye stuffs anchored at Baltimore. She is 315 feet long, 30 foot beam, carrying a crew of thirty men. She is reported to have made the trip in fifteen days from Bremerhaven. She is said to be totally unarmed.

The vessel purposed to carry back a cargo of nickel and crude rubber badly needed by the German army. Practically all of the nickel has been imported from Canada on the understanding that it is not subject to export to Central powers. It is stated in some quarters that a neutral vessel conveyed the submarine the greater part of the way. Germany claims to be building a fleet of these submarines for trade purposes solely. It is said that Great Britain, France, Japan, Russia and Italy will not recognize submarine liners as trade ships, as they cannot be warned and will be sunk on sight.

TREE DAMAGE IN MANITOBA

This season an insect comparatively new in Manitoba has appeared in considerable force about Morden, Carman and Roland, attacking cottonwoods, balsam of Gileads and other members of the poplar family, as well as many of the willows. This insect, the western willow leaf beetle, is about as big as a small grain of wheat, dark yellow or brownish, and rather flat. It was quite prevalent last year in some parts of Alberta and Saskatchewan, killing many trees. The most effective remedies are the arsenical poisons—Paris green and arsenate of lead, applied in the form of sprays. Paris green should be applied at the rate of one pound to forty gallons of water with one pound of unslaked lime. Arsenate of lead should be applied at the rate of two pounds to forty gallons of water with addition of one pound of unslaked lime.

CANADA'S FUTURE

A new book under this title has just come from the publishers, McMillan's, of Toronto. It really consists of the opinions of about fifty prominent politicians, business and professional men of Canada. Each one has contributed a short article giving, to his mind, the possibilities of development after the war in this country in the directions in which he is most particularly interested. Sir Geo. Foster gives a general outlook. Jas. Carruthers deals with grain industry, Sir Sam Hughes with Canada's future within the Empire. Labor conditions are handled by the Minister of Labor. Other subjects are agriculture in all its phases, fire insurance, banking, art, literature, fishing, asbestos, lumbering. It is a large book, attractively bound in red cloth covers and decorated by the Canadian coat of arms in gilt; 329 pages. Postpaid \$1.50. Book Department, Grain Growers' Guide, Winnipeg, Man.

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