

Seven Dead Gophers For One Cent

No doubt you know, from costly experience, how much damage a colony of live gophers can do to your crops. Probably you know, too, how hard it is to get rid of them.

Here is the most effective way:

Get a 50c. package of "Gophercide", which will make half a gallon of solution—enough to poison a gallon of wheat and kill over 350 gophers—7 for a cent.

"GOPHERCIDE"

(Registered)

is a new preparation which our chemists have devised. It has a strychnine base, and equal killing power, but it is free from the extremely bitter taste which the gophers detest in ordinary strychnine.

"Gophercide" dissolves easily and completely in warm water, and penetrates through and through the wheat, instead of staying on the outside, as some poisons do. Grain treated with "Gophercide" retains its killing

power indefinitely, even when exposed to the weather.

"Gophercide" is equally effective in exterminating prairie dogs, rats, field mice and squirrels, and when used on meat it attracts and destroys wolves, coyotes and foxes.

Get a 50c. package of "Gophercide" and try it out as soon as the gophers appear in the spring. Every female killed early means dozens less during the year. If your druggist cannot supply you, write our nearest Branch.

National Drug and Chemical Co., of Canada, Limited.

Winnipeg, Regina, Calgary, Edmonton, Nelson,
Vancouver, Victoria, Halifax, St. John, Montreal,
Ottawa, Toronto, Hamilton, London.

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Wheat, Oats Car Lots Option Flax, Barley
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NET BIDS Wired on Request CONSIGNMENTS Sold to
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Agents wanted at every point where we are not represented. Write us at once for terms



"Vanity on the highway" still pays a ridiculous toll for automobile travel. But two hundred thousand new Fords will this season go to buyers who prefer real service at reasonable cost rather than ostentatious display at unreasonable cost.

Our factories have produced more than a quarter of a million Model T's. Prices: Runabouts \$675; Touring Car \$750; Town Car \$1000—f.o.b. Walkerville with all equipment. For particulars get "Ford Times"—an interesting automobile magazine. It's free—from Walkerville factory. Ford Motor Company of Canada Limited, Walkerville, Ont., Can.

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Our Ottawa Letter

(Continued from Page 20)

Loans on Grain and Cattle

o'clock and the ultimate fate of the measure will then rest with the Senate. Up to the time of writing the scenes which attended the debate on the bill under closure rules were comparatively wild. Many points of order were raised by the Liberals and on several occasions rulings by the chairman were appealed from and sustained by a majority vote of the House.

William German, of Welland, who, it will be remembered, split with his party on the reciprocity issue, was prominently to the fore this week. He moved several amendments to the various clauses all calling for parliamentary control of the proposed expenditure on dreadnoughts. The bill provides that the money shall be spent subject to the approval of the government and the new clause added by Premier Borden authorizes the submission to Parliament of a statement giving the detailed expenditure made each year.

What will happen to the bill in the Upper House continues to be a good deal of a mystery. The majority of people at all conversant with the situation seem inclined to the view that it will not be allowed to become law, but as to this no definite statement can be made at present. The veil of mystery is not likely to be even partially lifted until the debate on the measure is commenced in the Upper House.

Changes in the Bank Act

The Bank Act which has been under consideration by the committee of Banking and Commerce since February 19 was finally reported to the House on Thursday morning. The "steam roller," the operations of which were described in last week's letter, worked effectively to the end and amendment after amendment moved by the progressive element of the committee was rejected with the regularity of clockwork. Nevertheless the bill as finally adopted contains a large number of changes. At the concluding sitting of the committee the important section referring to inspection and audit was considered. Hon. W. T. White succeeded in making a proposal which was apparently fairly satisfactory to all shades of opinions in the committee. The amendment proposed by the Minister provides that the Canadian Bankers' Association shall by ballot select before June 30 of each year forty accountants whose eligibility shall be approved by the Minister. From this list the shareholders of each bank will select the auditor of the year. If thirty three and a third per cent. of the shareholders of any bank protest against any auditor the minister may select another from the list of forty.

The amendments passed by the committee include one providing that a majority of directors of a bank, in addition to being naturalized subjects, shall be residents of Canada.

The committee discussed at some length the amendments proposed by which the rates of interest to be charged by the banks would be limited. Western members of the committee repeated former statements to the effect that the rate of interest now being charged is too high but, as anticipated, nothing that is likely to prove effective in preventing the banks from charging the present rates of interest was accomplished. As a matter of fact it would not be surprising if borrowers find themselves in a less favorable position than they have been up to the present time. Under the present law, as is well known by borrowers, the bank may stipulate for any rate of interest, which is deducted from the loan. According to the amendment adopted the existing practice is sanctioned and any rate of interest may be charged providing it is deducted in advance. In the event, however, of the bank having to take proceedings in a court to secure payment it cannot collect more than seven per cent. interest. The majority of the committee were of the opinion that banking privileges would not be extended in the West if the rate of interest was strictly limited to seven or even eight per cent. They seem to think that it would cause many banks to close up existing branches in the smaller towns.

The much discussed clause proposed by the minister in the original draft of his bill allowing banks to make loans on threshed grain and on ranchers' cattle, was accepted with a further amendment providing that the loans must be registered in order to protect the lien. The belief is that this clause will not be further disturbed in the House.

It is not considered likely that, in view of the desire to bring the session to an early conclusion, much time will be given to the Bank Act by the Commons. It will be passed along to the Senate at an early date. As the progressive element is not so strong in the Upper House as in the Lower it can be taken for granted that the Act as finally passed will not differ materially from the position in which it stands today.

Shipping Mergers

In the Commons this week Arthur Meighen, of Portage la Prairie, drew the attention of the government to the increases which had taken place in the rates on the Atlantic. Mr. Meighen quoted a large number of figures to show the enormous increase, amounting in some cases to one hundred per cent., which has taken place. He said that the question of dealing effectively with the North Atlantic shipping combine which controls these rates was a very difficult one as the Canadian Parliament has no jurisdiction outside the three mile limit. He suggested a conference between representatives of Great Britain, Canada and the United States having in view the creation of an international tribunal which could in some way control the situation.

Members of the Opposition, while approving the course adopted by Mr. Meighen in bringing up this matter, said that he should not have forgotten to draw the attention of the government to the shipping merger on the Great Lakes. Hon. Frank Oliver said that this merger had been formed as a result of legislation passed at the present session of Parliament in the face of protests of the opposition and some members on the government side of the House. The Great Lakes merger, he declared, was a more serious menace to the farmers of the West than that of the North Atlantic, bad as it is.

Mr. Oliver said that the merger on the Great Lakes has taken hold of that transportation with the intention of keeping the lake rates just sufficiently below all-rail routes to make it certain that the wheat will come that way, but so that they will get the last cent that is in it before it passes out of their hands. With a merger on the lakes the business interests of the West are throttled and the Western farmer and miller will have to pay the last cent. "I do not believe that these transportation mergers play favors," said Mr. Oliver. "I think they take it out of the miller just as well as out of the farmer, and out of the farmer as well as of the miller." In conclusion, Mr. Oliver expressed the hope that instead of sitting down and waiting to deal with the Atlantic merger something should be done by the government to correct the situation on the Great Lakes.

Brief speeches were made by Hon. George H. Perley, acting Minister of Trade and Commerce, and Premier Borden, but it cannot be said that either expressed any definite opinion as to how the government is likely to grapple with the problem of the North Atlantic merger. Mr. Perley said that the question has engaged the attention of the Department of Trade and Commerce and he was rather inclined to think that perhaps the better policy to pursue would be to have a commission of investigation to get the facts and perhaps suggest a remedy.

Premier Borden assured the House that the matter was receiving the attention of the government and will continue to engage its attention in the future. "I can assure hon. members," he said, "that the government will spare no effort to take any steps that may be within the power of Parliament to alleviate the conditions in so far as they tend to create an injustice or a hardship."

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