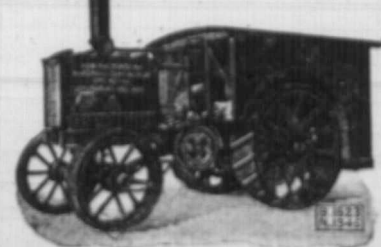


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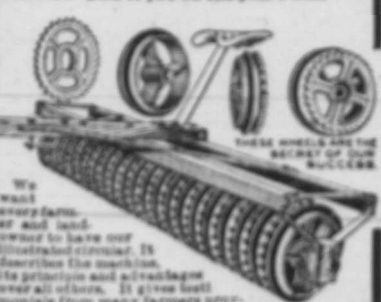
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WHEN WRITING TO ADVERTISERS PLEASE MENTION THE GUIDE

even greater need of help than the men. For every woman who can be released for field work, two men should, as it is, be released for household work. Better develop a class of peasant laborers than allow any farm women to revert to the stage of the peasant women of Europe.

What has been said has been said to provoke thought and discussion. An outsider, however closely in touch with conditions, cannot be dogmatic. He may, however, perceive general laws and wider relations and suggest the general direction along which advance must be made.

Your Questions Answered

CORNER POST IN ALKALI HOLE

Q.—I intend to erect a woven wire fence this spring. My pasture will include a portion of black alkali soil which is hummocky and full of pools containing coffee colored water in spring and with soft subsoil. One corner of this pasture will be unavoidably located in this alkali. I would like to know a good method of setting my corner post therein. Because of the nature of soil it is rather difficult to prevent posts heaving or leaning to side of stretching wire. The water is only two feet below surface at dry periods. —ALF. N. M., Venn, Sask.

A.—In reply to yours regarding setting corner posts for fencing, it is difficult to set posts securely in such soil as you describe. I would suggest that you set your corner posts at least four feet deep and securely anchor them. This can be done by building on the post a platform three feet square and filling same with earth. Brace it securely to the next post in line by using a prop 4 by 4, or its equivalent, properly fitted to the next post in line just above the ground and to the corner of the post three feet above the ground. Also use four strands of No. 9 soft wire from the surface of the ground on the corner post to the first post in line three feet from the ground; these wires to be securely twisted by using a small rod or hammer handle. As well as this an anchor would be of great value if it does not interfere by being on the outside of your fence. This can be done by burying a log five feet long, six or eight inches in diameter, three feet or more below the ground and tethering the top of your post securely to this by means of a wire. —R. MILNE, B.S.A., Department of Agricultural Engineering, M.A.C., Winnipeg.

LIVESTOCK COMPENSATION

Q.—The week before last my neighbors and myself had no less than twenty-three horses killed on the track—G.T.P. branch between Melville and Regina—fourteen on the first occasion and nine on the second. The inspector was down. I was unable to see him myself, but one of my neighbors with whom he spent the day, tells me that from what this man told him it was entirely optional whether the company paid anything or not, and also told him and his wife no less than seven times to accept anything the company chose to offer. He also implied it was not probable that they would pay more than one-third of the value asked, which I might add, was a very conservative one. Also, if we would not accept what was offered and we carried the matter to the courts and were fortunate enough to win the case, the company would appeal and continue to do so until, I presume he meant, they had us swamped by legal expenses, which I am afraid would not take very long, as we were hauled out this year.

In conclusion I might say that the company have removed their cattle guards, and in this municipality there is an herd law between December 15 and May 15. What I would like to know is whether we have any legal redress in this matter. —H.T.H.R., Sask.

A.—Your loss is so great that we felt we should write you personally, as a matter so important cannot be gone into fully otherwise. There are so many facts upon which liability rests in cases of stock killed upon a railway, that we are enclosing you herewith a full list of questions for you to answer. These are the questions we usually submit in getting particulars of such accidents, and if fully answered we will be able to advise you fairly accurately as to what your rights are. Fill in the answer to each question and return to us, and we will then give you our opinion without further charge. Questions as on "Application for Livestock Compensation": 1, Name. 2, Address. 3, Occupation. 4, Give date and hour of accident. 5, Describe injury. 6, Give train which struck animal. 7, Was it a passenger or freight? 8, At what point on the track was animal struck? 9, Was the animal struck at a public highway crossing? 10, If so, was it in

Continued on Page 41

The Dollars Saved

by Motorists because  
Goodyear Tires are  
Made in Canada

In the Goodyear factory at Bowmanville, Ont., are manufactured the Goodyear Tires sold in Canada. The fact that this factory is in Canada effects a direct saving for Canadian motorists. Only because Goodyear Tires are made in Canada can we sell them at as low prices as we do.

This saving is made possible because the only duty the Canadian motorist pays on Goodyear Tires is that on raw materials. Hence these figures:—

Size and Style of Tire		Prices in United States plus Canadian Import Duty	"Made in Canada" Prices	SAVING to Canadian Motorists
30 x 3 1/2	Plain	\$21.90	\$16.90	\$ 5.00
"	All-Weather	25.00	20.00	5.00
"	Tube	4.65	4.10	.55
32 x 3 1/2	Plain	24.15	21.25	2.90
"	All-Weather	29.45	25.50	3.95
"	Tube	4.85	4.45	.40
31 x 4	Plain	33.50	28.35	5.15
"	All-Weather	39.20	34.00	5.20
"	Tube	6.35	5.50	.85
32 x 4	Plain	34.20	28.95	5.25
"	All-Weather	40.05	34.75	5.30
"	Tube	6.55	5.75	.80
33 x 4	Plain	35.90	30.45	5.45
"	All-Weather	42.05	36.55	5.50
"	Tube	6.75	5.95	.80
34 x 4	Plain	36.70	31.60	5.10
"	All-Weather	42.95	37.90	5.05
"	Tube	6.90	6.20	.70
34 x 4 1/2	Plain	50.95	43.20	7.75
"	All-Weather	59.55	51.85	7.70
"	Tube	8.75	7.75	1.00
36 x 4 1/2	Plain	51.75	44.20	7.55
"	All-Weather	60.50	53.05	7.45
"	Tube	8.90	8.00	.90
37 x 5	Plain	60.30	51.00	9.30
"	All-Weather	75.40	63.75	11.65
"	Tube	10.90	9.55	1.35

Goodyear Tires are sold in every corner of the world. It requires over 100 wholesale distributing centres to supply tires to Goodyear Service Stations. This worldwide sale directly benefits Canadian motorists. It enables us to buy raw materials to the best advantage. Through tremendous production we are able to keep factory overhead at a minimum per tire. A staff of trained rubber chemists and tire engineers devise and test new formulae and methods in tire making. Their work is of inestimable value to all motorists. Were Goodyear production small we could not bear this cost, but when production mounts into the millions of tires this betterment cost becomes insignificant.



Goodyear Tires, Tubes and Tire Saver Accessories are easy to get from GOODYEAR SERVICE STATIONS everywhere.