

The Only Car

That Does Those Things Is

Hudson Super-Six

The Super-Six is the only car that ever went 1819 miles in 24 hours.

It is the only car that ever went from San Francisco to New York and back in 10 days and 21 hours. In that one round trip it twice broke the ocean-to-ocean record.

At Pike's Peak, a Super-Six Special defeated 20 great rivals, all specially built for hill climbing. It made the best time in the world's greatest hill-climb.

It holds all the speed records for stock touring cars, and the records for quick acceleration.

Note What That Means

You say you don't want a racing car. We know you don't. You will never, perhaps, use half the power or speed of the Super-Six.

But mark that this motor is a small, light, simple Six. We have added no size or cylinders. We have taken a light Six and, by this invention, increased its efficiency 80 per cent. And solely by reducing friction, which destroys the motor and wastes its power.

We Did Just This

The Six-type motor had great limitations. Despite all perfections, much vibration still remained. And vibration causes friction.

Some engineers, including the Hudson, were testing Eights and Twelves. They felt that twin-type motors might solve the friction problem. The trend was away from Sixes.

Then Hudson engineers brought out this Super-Six invention. It is a Hudson invention, patented by Hudson. In this new-type Six they obtained all the efficiency and endurance

sought for in the multi-cylinder type and they did this without adding cylinders, complications or weight.

All in Endurance

All the Super-Six records—for speed, hill-climbing and long-distance—were won by this motor's endurance. They mean that motor wear and friction are reduced to almost nothing.

By excelling in these feats, it proved that this motor will outlast any other type.

That is what you want above everything else. You want less wasted power, less wear, less friction. That means, of course, supreme performance. But it also means supreme economy.

What You Can't Afford

Some men will say, "I can't afford a superb car like the Hudson."

But you can. All this beauty, luxury and superlative performance will cost you less than many a car without them.

The Super-Six invention, in all probability, doubles the life of a motor. It saves the power which was wasted in friction. And this year we add a new gasoline saver which saves a great deal more.

No other fine car gives such value as the Hudson. No other car has a motor which compares with this. A higher-quality car is impossible. Yet note how far the Hudson undersells many cars that it out-performs.

Go see and prove this car. It is now the largest-selling car above \$1200. And the saving shows in the Hudson price.

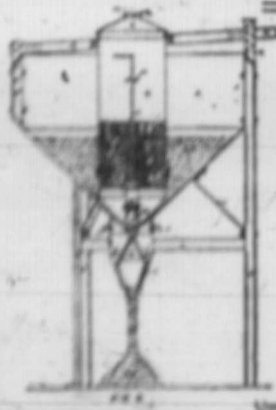


Phantom, 7-passenger	\$2250	Town Car	\$4000	Town Car Landaulet	\$4150
Cabriolet, 3-passenger	2700	(From L.A. Detroit)		Limousine	4000
Touring Sedan	3000			Limousine Landaulet	4150

HUDSON MOTOR CAR COMPANY, DETROIT, MICHIGAN

WHEN WRITING TO ADVERTISERS PLEASE MENTION THE GUIDE

ALBERTA SPRING SHOWS, CALGARY
HORSE SHOW PURE BRED CATTLE SHOW
AUCTION SALE OF BULLS
 APRIL 10TH TO 14TH 1917
 Entries and Entry Forms for Bull Show now ready.
 OPENED CLOSE MARCH 15th
 (Quadrant ready March 20th)
 HORSE SHOW OPENED 10th MARCH ON RANGERS.
 BAYING CLOSE MARCH 27th
 Gen. L. G. Ostry,
 Fair, Alberta State Breeder Ass.
 E. L. Walters, Secy.
 Fair, Alberta State Breeder Ass.
 E. L. Richardson,
 Secretary and Managing Director
 Alberta Livestock Assn., 1000 Park, Calgary.



Stewart Grain Pickler

Efficient, Rapid, Economical. Only requires one person to operate. Quickly and thoroughly disinfects all kinds of grain.

CAPACITY: Wheat, 100 bus. per hour
 Oats, 80 bus. per hour

Explanation of diagram: A, Hopper; A.A., Grain; B., Solution Tank; B.E., Solution; F., Sprinkler; G., Cone which ensures thorough mixing; H., Lever, which regulates flow of grain; C., Strainer.

NOTE THESE FEATURES: The hinged hopper and seven gallon solution tank made of 28 gauge galvanized iron, supported on three wooden legs braced with iron. Weight complete, 25 pounds. Order at once as our supply is limited. You cannot afford to be without a "Stewart".

Price, f.o.b. Regina, \$12.50

Stewart & Edwards, Manufacturers, Regina, Sask.

The Mail Bag

REMOVE EMBARGO ON CATTLE

Editor, Guide:—Previous to placing the embargo on Canadian Cattle by the British House of Commons, Canada was rich in cattle. Large herds existed in Ontario and Western Canada, and a ready and profitable market for all our surplus cattle was found in Great Britain. Finished beef cattle were shipped to Birkenhead, Liverpool, and would then be shipped into the interior of England and sent on to Glasgow. At the same time beef cattle were going forward, a large number of cattle were being raised in Canada called "short keeps." These cattle were shipped to Glasgow and Liverpool. Dundee, Scotland, spent a lot of money to put in docks and lairages to receive our Canadian store cattle, as did Aberdeen. Another class of cattle, known as our surplus breeding cows, found a ready market, and large numbers were exported from Canada for milking and dairy purposes, going into the interior of Scotland and England.

The feeders who purchased our Canadian cattle obtained such good results that the Canadian steer, when placed in the feeding plots, was very much superior to those raised for the same purpose and shipped from Ireland. A violent and bitter disapproval of the Canadian cattle coming over sprung up from the Irish shippers and raisers of cattle. I have repeatedly heard the Irish shippers say, on the different markets, that they would see the day when these Canadian cattle would be shut out. We enjoyed a much better position than did our friends in the Republic to the South. They were compelled to slaughter their shipments at the Port of disembarkation. This also brought opposition and dissatisfaction towards our Canadian cattle. These combined influences worked daily against the shipment of Canadian cattle. In one of the shipments, an old cow was supposed to have come from Canada affected with pluro-pneumonia. An examination took place, and after the examination of this one old cow's lungs, Canada was shut out of the open markets of Great Britain. I have heard it said repeatedly that we never got a fair deal in this examination, as other lungs were substituted for those of the supposed contagious diseased cow. The Irish and Americans won. Canada has never enjoyed the free and open markets thruout the interior of Great Britain since, but on the other hand, we have been compelled to have all our cattle slaughtered at the docks within a short time after arrival.

When this happened there was a large number of breeders in Ontario and the west who were raising short keep cattle for export, and being compelled to hold them here, as they were not sufficiently finished to export, prices took a sudden drop, the breeders got discouraged, and not having this outlet they went out of breeding and trainloads of calves were shipped to Winnipeg, killed and placed in cold storage. The same thing was going on in Calgary.

It certainly would be of great benefit to the Canadian cattle raiser to have the markets of Great Britain opened, so that when conditions settle after the war we could have this market within the Empire.

Canada has given freely of her sons to defend the Empire when called upon. A good many of our western boys were employed in offices. They have often been heard to declare that they never would go back to indoor office work again. Many will go on the land and into stock raising. In fairness to these men and other Canadians, Great Britain should open her markets and encourage them. I would also like to say that in the thirty-five years in which I have been engaged in the cattle trade in Canada, part of the time as general manager of the Cochrane Ranch, where we had 12,000 head on the range, I have never known of one case of contagious disease. I feel quite confident in saying that there is no country in the world that has a cleaner bill of health in its herds than Canada. Having done our part as Canadians, Great Britain should at least remove the

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