

A COLORED NOTICE

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The editors hope that you have enjoyed reading The Guide and that you will send \$1.50 for your renewal at once. A blank coupon and addressed envelope are enclosed for your convenience.

Several weeks' notice is given so that subscribers will have time to send in their renewals, thus not missing any issues.

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The Guide is absolutely owned and controlled by the organized farmers, entirely independent, and not one dollar of political, capitalistic, or special interest money is invested in it.

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Advertising Rates

Commercial Display—20 cents per agate line. Livestock Display—16 cents per agate line. Classified—5 cents per word per issue.

No discounts for time or space on any class of advertising. All changes of copy and new matter must reach us seven days in advance of date of publication to insure insertion. Reading matter advertisements are marked "Advertisement." No advertisement for patent medicines, liquor, mining stock, or extravagantly worded real estate will be accepted. We believe, through careful enquiry, that every advertisement in The Guide is signed by trustworthy persons. We will take it as a favor if any of our readers will advise us promptly should they have any reason to doubt the reliability of any person or firm who advertises in The Guide.

CURRENT EVENTS

From 55 to 60 railroad systems in the northeastern part of the United States and eastern Canada are being asked to increase the wages of trainmen, baggage men, freightmen, yardmen and conductors not less than 20 per cent, as the result of a meeting of railway men at Ottawa. The Minister of labor has established a board of conciliation which will endeavor to adjust the differences between the C.P.R. and its trainmen, conductors, etc.

No counsel or advocate shall be heard before a local exemption tribunal. The main purpose of this provision is to place the poor man on an equal footing with the rich in respect to his application for exemption. Neither in claiming exemption before a local tribunal will be permitted to employ the services of a member of the bar.

At the sitting of the commission enquiring into packers' war-time profits Sir Joseph Flavell explained at length his now famous statement, "to hell with profits." This did not apply to profits that packers and others were making but to the fact that some manufacturers were holding back from taking munition contracts because of the uncertainty of the returns.

A car of No. 1 Northern shipped by Geo. H. Hummel, Nokomis, Sask., weighed 129,000 pounds and contained 2,150 bushels, and there was no dockage. The net proceeds of the car less freight and commission was \$4,458.10. The weight of the wheat per measured bushel was 65 pounds.

The Manitoba Agricultural College opened on September 16 for the term 1917-18 with 150 students enrolled as against 120 at the same date last year. In all there are 78 students in the agricultural classes and 72 students in the household science section.

H. E. Walker, district agriculturist for the Prince George district in British Columbia, has resigned and is going to Killarney, Manitoba, to take up a position on the provincial experimental station there.

Samuel John Latta, M.L.A. for Last Mountain, editor and proprietor of the Gowan Prairie News, has entered the Saskatchewan government as minister of railways.

DENNISON IN LINE

It is due the electorate of the constituency of Marquette, as well as a matter of justice to R. H. Dennison, the Independent candidate in that constituency to state that he is at one with the other candidates supporting the National Platform in endorsing the statement issued by them and printed in The Guide of October 10. His name would have appeared with others in that issue but for the fact that it was received in the association office in Winnipeg just a few hours too late for the issue. There is reason to expect that other names will be added but the fact that already Dennison, Maharg, Beveridge, Wood, McKenzie, Broadfoot, Ford and Henders as candidates in federal constituencies stand unitedly behind such a manifesto is a matter of first importance for Western Canada.

—W.B.W.



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