



OB LONG
ION MADE
VES OVERALLS
from Coast to Coast
LONG & CO. LIMITED
TORONTO

es are pushing on their ad
remains to be seen where the
will rally their forces to make

Way Commission Changes

Continued from Page 29

to operate all the government
ways in Canada might mean
ing of Sir Henry Drayton and
ners Scott and McLean to
t sphere of activity, leaving
on the board. The report
t. Hanna, of the C.N.R. sys-
become a member of the board
gained much credence here,
it may be possible. Should
changes creating vacancies
be opportunity for the farm-
e representation in the board
would be opportune to make
government redeem a pledge
armers which has not been

ain Commission Meet

members of the Canada Grain
on, composed of Leslie Boyd,
rman and chief commissioner,
es and W. D. Staples, met in
with representatives of the
and farmers' interests in the
Winnipeg, on September 4.
at country and terminal de-
as discussed at some length.
tion of shrinkage and dockage
y elevators came in for con-
discussion, the feeling amongst
those present was that there
sufficient distinction between
words to avoid confusion. It
ded that the tariffs at public
elevators should remain the
ast year with the exception of
levation, which due to increase
f labor and supplies, should be
slightly. It was pointed out
Geo. Langley that more or less
ction prevailed in collection
ing cars and repairs of same
suggested that the railroad be
have available records showing
history of each car in order to
o check up losses through such
the question of measurement
of cars was brought up, and the
of determining contents of car-
ained by Mr. Jones. There was
ersity of opinion expressed re-
the use of the shortage bond
by some companies of their
Mr. Law, representing the
buyers, declared that such a
re was likely to occur by in-
tion. It was suggested that
ms arising from the use of this
turned over to the Grain Com-
for settlement. Mr. Rice Jones
if the companies and buyers in
points would get together and
the matter a satisfactory agree-
this important question could
ed.

MICHELIN

Twelve Tire Tests No. 10

This series of twelve tire tests is designed to take the uncertainty out of tire-buying by helping the motorist to determine beforehand what service he may expect from the various tires he is considering. The next advertisement in this series will appear in an early issue of The Grain Growers' Guide.

Experience

In previous talks we have shown you that the durability of a tire depends on the quantity and quality of the materials used; and we have already shown you how to determine the quantity.

But you cannot gauge the quality of rubber and fabric in a tire simply by looking at it. You must be guided by the experience and reputation of the tire maker.

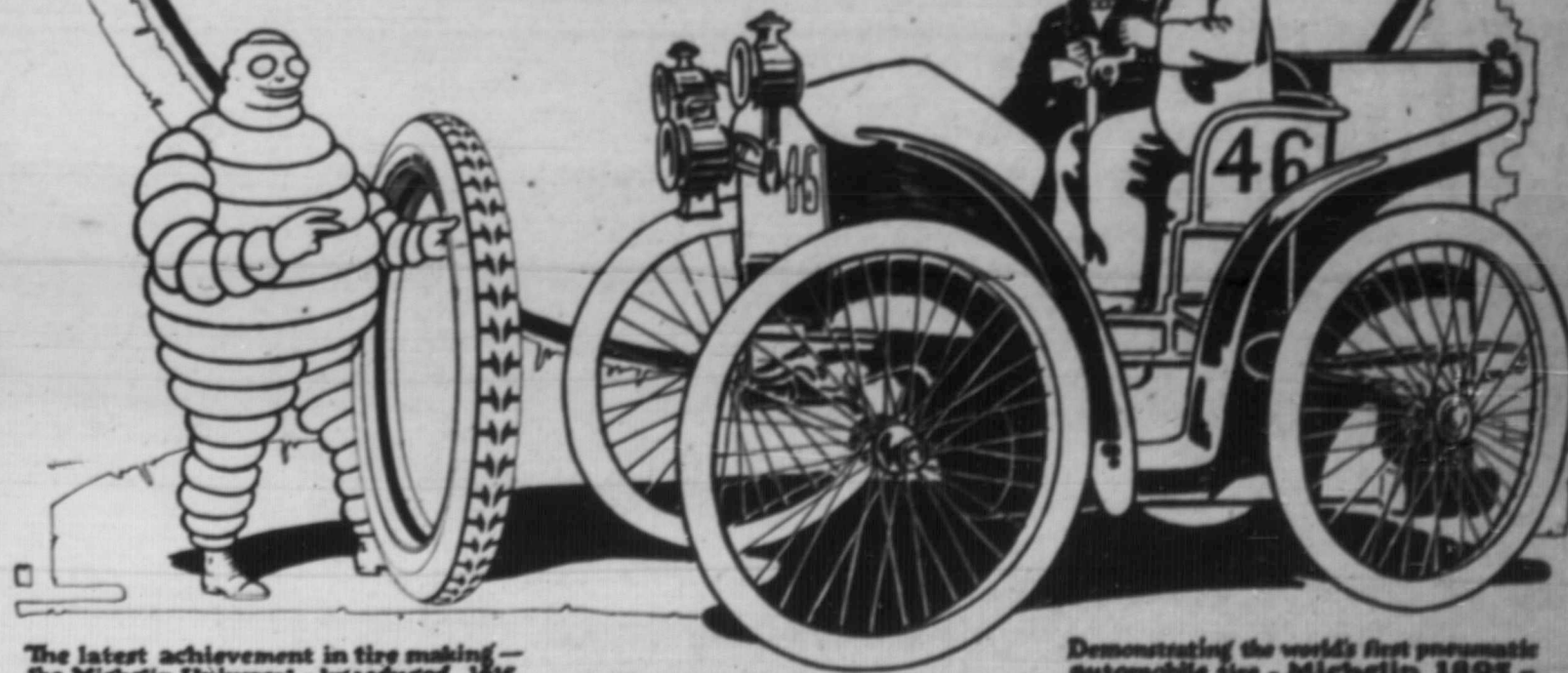
The world's first pneumatic automobile tire and tube were made by Michelin back in 1895. Since that time the House of Michelin (founded 1832) has concentrated on the production of pneumatic tires only, and today has factories in the United States, France, England and Italy, with selling branches in every corner of the world. Thus the scientific brains of the

entire globe have been and are at Michelin's disposal.

Hence, it is safe to say that Michelin's experience and knowledge of tire making are unsurpassed.

This superior knowledge, coupled with Michelin's unquestioned reputation for making the best and only the best, is your assurance that the quality of the materials used is unexcelled.

"More and Better Materials" is the Michelin watchword. Yet Michelin Tires are not high priced.



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The Michelin Universal - Introduced 1915

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Michelin Tire Company of Canada, Limited
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