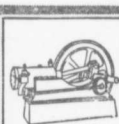


TRAINS of tank cars bring crude petroleum to our refineries—deliver the refined product to the country town or the tank station nearest you. Every one of our 1200 tank cars is a link in the distributing chain which brings the right lubricant for your machine from the oil well to your farm.

All of our oils are supplied in steel barrels and steel half-barrels—convenient, economical. No waste. You use every drop you pay for.

AN OIL FOR EVERY FARM MACHINE



For Gasoline Engines, Tractor, Auto or Stationary
POLARINE OIL
STANDARD GAS ENGINE OIL

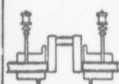


For Kerosene Engines, Tractor or Stationary
POLARINE OIL HEAVY
IMPERIAL KEROSENE TRACTOR OIL
(Recommended by International Harvester Co.)

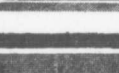


For Open Bearings of Farm Machinery
PRAIRIE HARVESTER OIL
—very heavy body, resists cold, won't thin out with moisture

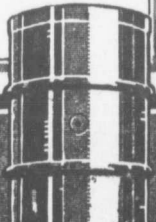
ELDORADO CASTOR OIL
—a thick oil for worn and loose bearings



For Steam Cylinder Lubrication, whether Tractor or Stationary Type
CAPITOL CYLINDER OIL
—the standard product for steam cylinder lubrication.



For Grease Cup Lubrication of Bearings
THRESHER HARD OIL
—a clean, solidified oil, high melting point



The Makers' Corner

Butter and Cheese Makers are invited to send contributions to this department, to ask questions on matters relating to cheese making, and to suggest subjects for discussion.

The Cheese Situation

NEVER were cheese dealers, cheese makers or cheese factory patrons in a greater quandary than at present. Cheese is not moving. The common report from country boards is "No bids, no sales." The factories are full of cheese and storage facilities are already crowded to the limit. The situation was cleared to a certain extent last week when Baron Devonport, the British Food Controller, beginning May 29, ordered all cheese imported from Canada, Australasia and the United States re-examined, and henceforth will control all dealings in it. Cheese will be put on the market in England at a price enabling retailers to sell it at sixteen pence per pound, or 32 cents. When the announcement was made in Toronto, produce men predicted that the Canadian price would be 20 to 22 cts. a lb. Even yet, however, cheese is not moving. The following report from Listowel on June 1st is typical of the reports that come from country boards:

"At the Listowel Dairymen's Exchange to-day 1,560 boxes were boarded, but awaiting the move of the agents of the commission, the buyers were not active in bidding, the best price on the board being 15c for white and 19½c for colored, in small lots. On the street some colored sold at 20c.

"It looks as if some of the factories with upwards of 200 boxes of white would have to take just what they can get, and not knowing when the agents of the commission will buy or the price they may offer are dubious as to what is best to do. For lack of cold-storage facilities in connection with their factories some will be forced to sell and may be glad to get the, which looks small as compared with 25c, one half paid last month. It is much better, though, than a year ago, when the best price was 15½c.

"With the commission not yet buying and the regular buyers indifferent, since all Canadian cheese is requisitioned on arrival at British ports, it is a problem for the factories to know what to do, and at a recent meeting the Listowel Dairymen's Exchange directed its Secretary to communicate with Commissioner Riddick at Ottawa. His reply is in part as follows:

"The members of the Exchange must be under some misapprehension as to the cause of the present deadlock. I do not see that the naming of a commission has anything to do with the difficulties which have recently arisen. They are entirely owing to the fact that the Dominion, who control all the ocean space, have refused to carry any cheese for the present, because there are other things which the people of the United Kingdom require more urgently. And I suppose they have a right to decide these matters for themselves. This is a matter which the commission has nothing to do with, nor has the Canadian Government any jurisdiction. So far as I can see the present situation would have developed if the commission had never been heard of, because, as a matter of fact, the commission has taken no action of any kind, has never had a meeting, except informally, and is not responsible for anything that has happened.

"I want to make this point quite clear, because it is quite natural that

there should be some confusion in the minds of the people over the appointment of the commission, and the results which have followed the action of the Admiralty. If space were available for the shipment of cheese there is no reason why buying and selling should not go on as before any announcement was made concerning the commission. The commission must wait till they have advice from the British Board of Trade as to what price they are willing to pay for the cheese.

"But the Government and the British representative on the commission have been urging prompt action, and are doing everything that can be done to expedite the matter."

As the British Government has announced its prices in Great Britain, a price may soon be set for Canada—perhaps before this issue of Farm and Dairy reaches its readers. Once a price is established buying and selling would go on as before. Evidently Mr. Riddick's letter, copied above, was written previous to the announcement of Baron Devonport, but it serves to throw light on the shipping situation.

Independent Telephone Companies Win Important Victory

THE long drawn out fight between the independent telephone companies of Canada and the Bell telephone monopoly has at last been partially settled and that by a decided win for the independent companies. Briefly the situation has been this: The small independent companies throughout the country, including the farmers' mutual lines, have desired connections with the Bell company, both for local convenience and long distance measures. Whether or not such connections were given depended altogether on the pleasure of the Bell company. The Provincial Railway Board in Ontario had power to enforce such connections with companies having a provincial charter, but the Bell did not come within its jurisdiction as its charter is a Dominion one. Recently the independent companies, with the support of the United Farmers of Ontario, asked that a Joint Board be appointed with representatives from the Dominion and Provincial Railway Boards, which should have jurisdiction over both Dominion and Provincial chartered companies. While they did not get it, but what they did get is important.

According to decisions handed down last week by the Special Railway Committee of the Dominion House, the Bell company was found to have no connections to a local line desiring such connections. For instance, if a local line outside the town of Brighton desires to connect up with the Bell line in Brighton, they now do so whether the local people desire it or not, and this without compensation. The small company near Toronto, for instance, has been notified the Bell company \$200 a year for such connections and 10 cents per phone on each long distance call, although the connection was of no great advantage to the Bell people as to the local line. The new order does away with such charges. Where the local companies cannot agree as to the terms of the connection (installing the wires, etc.), the Dominion Railway Board can settle the matter for them.

The settlement of this meeting affects thousands of former subscribers to local lines, who will rejoice at this victory.

The present freight prices on pure bred live stock will apply only until Sept. 1st. On and after that date the same rates will apply to pure bred shipments as to grade or market cattle.