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and altho farther round would be less likely to give trouble.

We spent nearly three weeks in the old home before returning and followed practically the same route to Fargo, but from that point headed the car to Emerson as we wished to visit Winnipeg before returning. From Emerson we found the road excellently marked with the red and white bands of the Manitoba Motor League and the directions given denoting turns on the marked routes in Manitoba we found to be more easily followed than on the American side, where the poles are painted and the action of the weather fades them so that they are not so quickly noticed.

For the farmer that owns a motor car, no pleasanter or more profitable way of making a trip east can be found than by following our example, as the expense total was considerably less than in former years, when train tickets for four were purchased, without allowing for the healthier manner of travelling and the constant change and variety to be gained by the use of the car.

A-C EMMETT.

WAR'S MOST FAVORED INDUSTRY

With ocean freight rates now ten times those before the war owners of any old kind of a "tub" can make enormous profits. Today vessels change hands at an enhancement of 500 percent.

When war broke, the world's shipping paused. Germany and Austria by wireless sent 80 per cent of their merchant fleet to neutral ports. The rest fell prizes to the allies. This took a tonnage of 6,515,000 from the world's supply.

According to Lloyd's Registry at the outbreak of the war the world's steam and sail tonnage was 19,089,552, composed of 30,836 vessels of 100 tons and upwards. Of this the United Kingdom had 11,328 ships of 21,845,649 tons; France, 1,576 ships of 2,317,438 tons; Italy, 1,169 ships of 1,668,296 tons; Russia, 1,254 ships of 1,053,818 tons; Belgium, 182 ships of 352,124 tons; Portugal, 291 ships of 129,931 tons; Japan, 1,163 ships of 1,708,826 tons. Total for the Allies, 15,761 ships of 26,554,647 tons; Germany, 2,388 ships of 5,459,296 tons; Austria, 445 ships of 1,055,719 tons; Turkey, 202 ships of 648,123 tons. This leaves for all neutral nations 10,957 ships of 13,178,246 tons. Of this United States is credited with 3,174 vessels of 5,368,194 tons, over half of which was lake and river tonnage and harbor service boats.

Lloyd's list of January 22 gives the vessels "detained, captured or destroyed" at 2,193 ships of 3,774,319 tons.

Again, according to Lloyd's, merchant tonnage launched in 1915 by all nations was 1,194,696. This does not equal losses, and shipbuilding cannot relieve the situation.

Ocean tonnage is growing more difficult to secure and rates continue to advance. There is no source for relief while war lasts, unless ships are speeded up. This can only be done by removing port congestions allowing for faster loading and discharge.

When peace is signed, whenever that may be, it will mark the beginning of the battle of unarmed ships. Neutral countries will strive to hold the new trade; the warring nations to retain lost patronage. The advantage will lie with control of ships. England's merchant marine, though reduced, will still be in command of the seas. Should the Allies win, Germany will not be a serious factor in the world's shipping trade for years to come, for England has her eyes fixed upon Germany's great fleet of interned ships as part of war's indemnity.—Journal of Commerce.

ON THE EDGE OF THE BARRENS

"On the Edge of the Barrens," our new serial which commences this week and will be continued in several succeeding issues of The Guide is a Canadian story full of vim and vigor. The scene of the action is the bleak coast of Hudson Bay where one of the officers of the North West Mounted Police and an assistant he in wait for a certain notorious contraband trader and his party.

The arrival of the rogue and his men at a very critical juncture in the affairs of the two policemen, the encounter in the dark and the part the Indian girl, Oolah, played in the adventure make up a story full of thrills and suspense from the opening to the closing chapters.

KEROSENE More efficient than GASOLINE

It's time you owned a Kerosene Tractor. Kerosene has more power than gasoline. What is power per horse power? Power comes from the "heat units" in the fuel. Kerosene has the same number of heat units from 15 to 20 per cent more power than gasoline. It is ready to burn, has more pounds per gallon than gasoline, so that kerosene



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is built throughout to operate on kerosene with no special attachments for the heavier fuel. Remember that! And gallons for gallons it will give equal and even greater efficiency at a consequent lower cost per acre. We guarantee it to fulfill every requirement we claim for it. The "Waterloo Boy" One-Man Tractor will pull a light engine and with three 4-horsepower horses, any depth you wish, it will pull two 14-foot plows. In any potato breaking, the joint cultivation, it will handle a disc with bottoms, at from 25 to 40 miles per hour. It will drive a 24-40 thresher with all attachments at a capacity of 500 bushels of wheat to 1,400 bushels of oats per day. Easy to operate. It will pay you to obtain full information. Price, etc., mailed free. Write us today. We also handle Gas Engines, Grain Grinders, Cordwood and Pole Saws, Electric Lighting Machinery, Hand and Power Washing Machines, Grain Elevators, Pump Jacks, Small Threshing Machinery, Baling and Threshing Supplies. Live Dealers Wanted in Territory Where We Are Not Represented.

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