

## Legislation Affecting Agriculture Passed By Recent Parliament During the Session

(Continued from Last Week)

A new Government took office in Britain, and then for a time it looked like another year's delay. A special session of the new Parliament was called in November to pass the Irish Bill. The Canadian Government pressed to have the legislation removing the embargo passed at this special session, but the new Government urged that it had just taken office and that this session was for a special purpose, and that the Embargo legislation should remain in abeyance until the regular session after the first of the year. It was only after repeated and persistent urging on the part of the Canadian Government that this question which had been of such long standing was finally solved by the British Government passing an Act removing the Embargo, which came into effect April 1st this year.

There is not a live stock man in Canada but recognizes clearly the tremendous advantage it would have been to have had this market last fall, and what a calamity it would have been were it not available this year.

Mention might also be made of the granting of a special bounty on twine and cordage made from hemp, for the purpose of establishing a hemp industry in Western Canada—a movement well worthy of a moment's consideration.

Canada last year became famous by having arrived at the largest export of the world. It does seem a pity to continue to deplete the countries for which to the hemp is a growing success, especially in the West.

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importation of the various pure bred breeding animals imported and selected personally by Mr. Archibald, Director of Experimental Farms. These animals are intended for distribution among the various Experimental Farms, from which farmers may replenish their breeding stock to advantage as desired.

A question of more than usual significance to Western Agriculture was the three-year Canadian National Railway Construction programme, passed by the House of Commons and approved of by the country generally, more particularly by the West. Imagine with what consternation it was learned that the irresponsible Senate stepped in and thwarted the will of the people by giving this railway programme the six months' hoist. As if to add insult to injury, some Western Senators have the audacity to say (as per Senate Debates) that the Government so enacted this legislation that it would court the disaster that befell it. How false this statement is nobody knows better than the ones who make it.

### HOW POPULATION IS EAST TO CANADA

(By Dr. Clifton D. Howe, M.F., Acting President, Canadian Forestry Association)

The disastrous effect of a forestry policy which compels the lumber industry to migrate from place to place is to be found not only in the forest itself and on the hillsides, but also, in the larger towns. Throughout Eastern Canada are many towns, once growing and prosperous, but now declining and discouraged, because the saw mill, or other wood-using establishment, has gone out of business through the failure of forest supplies. They are in the condition which the commercial traveller so aptly designates as "dead."

The older men of my readers will at once recall illustrations of what I mean, but for the benefit of the younger men let me give one example. Forty years ago the town had a population of 1,300. Then came a saw-mill, or at least the old mill was rejuvenated and enlarged. In ten years the town had a population of 3,000 and in another decade it had reached 3,800. From this point the output of the mill declined and about fifteen years ago the work became spasmodic and finally the mill went out of business because the river valley above had been logged out. The population was reduced with the decline of the mill until now it is less than it was in 1880. Stores and streets have been abandoned; the houses are in ruins, and everywhere in that village—in the faces of its people as well as in the condition of its streets.

This town, like many others, is the victim of an administrative policy on the part of the Government which regards the forest only as so many trees to be cut and not as a restorable resource capable of producing crops indefinitely when properly treated. The river valley had and still has

forest soil enough to support three such towns as the above, at the time of its best development, under intelligent use and conscious effort to keep the forest continuously productive.

### Cobalt Ore Shipments.

During the week ending July 20th, 1923, nine cars of ore were shipped from the Cobalt Comp., seven of these with a total of 617,355 pounds, being sent out by the Mining Corporation, to Mar-mora and Delora. McKinley-Darragh shipped one carload weighing 84,890 pounds and the Coniagas one with a total of 69,300 pounds.

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## Season Tickets For CHAUTAUQUA

NEW LISKEARD

General Season Ticket Sale will close Friday Night.

Season Tickets can be secured Saturday until noon at F. W. Gadsby's or the Booth at the Beach.

Positively no Season Tickets will be sold after noon on Saturday.

Season Tickets may be secured from any Member of the New Liskeard Fire Department.

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## Canada Faces the Future With Confidence

CANADIANS have always been noted for courage, optimism and faith in their country.

Canada was not built up by pessimists, nor will Canada continue to develop if her people allow themselves to become croakers and grouchers. Canada is fundamentally an agricultural country. We have a soil and climate which can grow the world's finest agricultural products.

Canadian farmers who have earned the capital invested in their farms out of profits in farming are numbered in thousands. These successful farmers have paid off their mortgages, stocked their barns and stables, bought their machinery, made a good living and brought up their families. It meant hard work, but today they are independent.

### Money in Mixed Farming

In recent years, at different points on the prairies, oats fed to steers have brought from 70c to \$1.07 as against the Fort William price of 42c per bushel, while barley used for the same purpose has brought as high as 99c as against the Fort William price of 57c per bushel. Farmers marketing their coarse grains in this way lower marketing cost, have a sure market and make money on their grain, while at the same time they market their roughage, otherwise often wasted. The cattle embargo is now off. Steers are worth more money and certain to make good money for the Canadian farmer from now on.

### Money in Pigs

The Dominion Experimental Farms have proved by actual test that there is a profit in feeding pigs. Last year at the Central Farm, Ottawa, after paying

for feed, labor, interest and depreciation, the net profit per pig was still \$4.63.

### Profits from Sheep

As money-makers, sheep are hard to beat. In every Province from Prince Edward Island to British Columbia are found many flocks returning generous profits to their owners.

### We Must Cut Production Costs

Canada is meeting with the keenest competition in the marketing of her products. To hold her own and regain her place on the world's market, she must reduce cost of production.

The only way to do this is to increase production per acre, per cow or per other unit.

But improved quality, also, is essential to meet market demands.

The quantity and the quality of the products and the cost of production in competitive countries is beyond our control.

Prices of agricultural products are regulated by world supply and demand.

Hence, decreasing production will not help the Canadian farmer.

### Poultry Pays

Poultry makes money for those who adopt modern methods, whether East or West. Little Prince Edward Island markets co-operatively in carlots, shipping annually upwards of one million dozen eggs. The British Columbia Co-operative Poultry Men's Exchange markets in the same way, thus saving ruinous glut in their local market.

There is a market for good Canadian horses, whether light or draught.

### Grow Seed

Canada's Northern grown seed possesses extra vitality. There is a large market for it to the south. Canada exports seed potatoes, but imports other seeds. She has the opportunity to grow seeds for herself and for export.

### The Future

Ten years from now the pessimists of today will have been forgotten. Britain has removed the embargo against our cattle. She wants our beef and bacon, our cheese, butter, eggs and apples, our wheat and flour. As the population of the United States increases, she will compete less and less against us on the British market. Eventually, she will herself be an importer of many other food stuffs besides wheat from this country.

Canada has the men, the climate, the land, the stock and the potential markets necessary for agricultural success. Let us farm with all the industry and science we can muster. Let's get to work and pay our debts. Canada is moving forward with confidence in its future. Let us keep going ahead.

## Have Faith in Canada

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CANADIAN PACIFIC

Ottawa and Montreal Sleeping Car Service.

Ottawa - North Bay Sleeper leaves North Bay daily at 8.35 p.m., arriving Ottawa 5.10 a.m. where it is parked at Union Station and passenger allowed to occupy the same until 10.00 p.m. Returning this car is parked at Union Station, Ottawa, ready for occupancy at 9.30 p.m. and leaves Ottawa at 11.35 p.m., arriving North Bay 9.05 a.m.

Montreal - Timmins Sleeper leaves North Bay daily at 8.35 p.m., arriving Montreal 8.15 a.m. and returning leaves Montreal at 8.15 p.m., arriving North Bay 9.05 a.m. Daily except Sunday. Montreal-Timmins Sleeper operates between North Bay and Timmins on T. & N. O. Ry. trains 17 and 18.

For further particulars and reservations apply any Canadian Pacific Agent, or L. O. Tremblay, District Passenger Agent, 87 Main St. W., North Bay, Phone 1360.

TEMISKAMING & NORTHERN ONTARIO RAILWAY

Train Service

Effective Sunday, May 13th, 1923  
The Continental Limited trains Nos. 1 and 2, between Montreal and Vancouver daily. These trains use Canadian National Railways Station at North Bay. Through service daily except Sunday, trains 46 and 47 between Toronto and Timmins, operating through Pullman cars. These trains use Can. National Rlys. Station at North Bay.

Daily, except Sunday, service between North Bay and Cochrane trains 17 & 18, operating through Canadian Pacific Sleeper between Montreal and Timmins. These trains use Canadian Pacific Rly. Station at North Bay.

Local service daily, except Sunday, between Englehart and Cobalt.

Connections at Englehart for Elk Lake daily except Sunday. Connections at Englehart for Charlton daily except Sunday.

Connections at Porquis Junction for Iroquois Falls. Current time table or apply to N. O. Ry.

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