

REMOVES RESTRICTION ON MUNICIPAL LOANS

Amendment to Order in Council allows Public Bodies to borrow.

The Order in Council putting restrictions with respect to borrowing of money by provincial governments, municipalities, commissions, or local governments has been amended as follows:—

The Minister of Finance having reported that, in view of the armistice, it is now no longer necessary that the restrictions with respect to borrowing money prescribed by the Order in Council of the 22nd December, 1917 (P.C. No. 3439), and the Orders in Council in amendment thereof, should apply to provincial governments, municipalities, commissions, or local governments;

Therefore, His Excellency the Governor General in Council, under and in virtue of the provisions of the War Measures Act, 1914, is pleased to make the following regulation, and the same is hereby made and enacted accordingly:—

Regulation:

The provisions of the Order in Council of the 22nd of December, 1917 (P.C. No. 3439), and the Orders in Council in amendment thereof, shall not hereafter apply to provincial governments, municipalities, commissions, or local governments.

RODOLPHE BOUDREAU,
Clerk of the Privy Council.

WINTERING OF IDLE HORSES ON THE FARM

Tests made at Lennoxville on Special Rations were Successful.

At the present time help is scarce, high priced and oftentimes unreliable, so that larger implements and more working stock have to be employed. It is not always possible to buy a good team at a reasonable price in the spring, while it is often hard to get a decent figure for the same animals in the autumn. It would thus seem advisable, when the ground freezes, to lay aside, as it were, for the winter all horses which are not absolutely required and to feed them as cheaply as possible without impairing their future usefulness, says the Experimental Farms Branch of the Department of Agriculture.

At the Lennoxville experimental station it has been found by experience that idle horses can be wintered until practically the first of April and their weight kept up on a ration consisting of 2 pounds of hay per day and 1½ pounds of swedes, carrots or good corn silage for every 100 pounds of live-weight. The amount of hay might be cut down and replaced by ½ to ¾ pounds of good, bright oat straw if wished and practically as good results obtained.

Idle horses should have plenty of exercise in order to keep up their strength and vitality for the strenuous work that they are always called upon to perform in the spring of the year. One of the best ways of giving them this exercise is to have a good sheltered yard which they can run in during the day and have fairly comfortable quarters for them at night.

Horses wintered under these conditions should be fed a light grain ration and given a limited amount of light work two or three weeks before they are required for seeding operations in the spring in order to have them in the best condition possible.

Horses wintered and handled as suggested in preparation for seeding will be found able to perform their arduous duties as well as if wintered in the stables with a limited amount of exercise on a grain ration that would cost far more.

SHIPMENTS FROM CANADA THROUGH UNITED STATES

Text of Regulations which co-ordinate respective policies of Export and Import control of two countries— Procedure to be used by shippers.

The United States War Trade Board have issued new regulations allowing shipments to and from Canada to other parts of the world passing in transit through United States territory. The regulations in detail are as follow:—

1. The United States War Trade Board announce that they have arranged with the War Trade Board of the Dominion of Canada to co-ordinate their respective policies of export and import control. The following regulations have, therefore, been adopted for the purpose of simplifying the procedure for the licensing of goods in transit from Canada or to Canada through the United States.

2. The United States War Trade Board has issued a Special Import License number PBF-25, authorizing the importation into the United States without individual import license of shipments of all commodities originating in or destined to Canada, when the same are conveyed in transit through the territory or via any port of the United States. The War Trade Board has also issued a Special Export License Number RAC-56, authorizing the exportation without individual license of such shipments.

SHIPMENTS FROM CANADA THROUGH THE UNITED STATES.

3. Any person desiring to export commodities from Canada to any foreign country through the United States will obtain an export license from the Canadian War Trade Board. In making a shipment he will present with this license to the Canadian Collector of Customs an extra copy of the Canadian export declaration. On this extra copy of the Canadian export declaration the shipper must sign and swear before the Canadian Collector to the following statement:

I, the undersigned, solemnly and truly declare that the exportation of the shipment described herein is authorized by Canadian export license number..... I further declare that none of the merchandise herein described is shipped or to be delivered in violation of any of the provisions of the United States "Trading with the Enemy" Act, approved October 6, 1917; that the..... of..... is the actual consignee of the said merchandise, and I further declare that if the shipment is made to a bank, or other broker, factor or agent, that..... of..... is the actual consignee on whose account the shipment is made.

(Signature).....
Sworn and subscribed to before me on.....19...
Canadian Collector of Customs.

4. After administering the above oath, the Canadian Collector of Customs will allow the extra copy of the Canadian export declaration to be forwarded with the shipment to the United States Collector of Customs at the port of entry into the United States, who will endorse thereon the date and name of the port of entry.

5. The United States Collector of Customs at the port of entry will then permit the shipment to go through to the port of exit from the United States in bond under Special Import License Number PBF-25 without further authority. The Collector will no longer require an additional copy of the Customs Carrier's manifest (Form 7512), such as has heretofore been required for shipments moving in transit from Canada through the United States. The extra copy of the Canadian export declaration must, however, accompany the shipment and be surrendered to the Collector of Customs at the port of exit, who will accept the same as his authority to allow the shipment to be exported under Special Export License Number RAC-56.

6. In the case of shipments by vessel the extra copy of the Canadian export declaration must move forward with the shipment to the United States Collector of Customs at the first port in the United States at which the vessel may stop or at the port of trans-shipment in the United States. The Collector will accept the extra copy of the Canadian export declaration as his authority to allow the shipment to be imported under Special Import License Number PBF-25 and exported under Special Export License Number RAC-56.

7. The Collector of Customs at the port of exit will in each case note on the extra copy of the Canadian export declaration the name of the port and the date of exportation and forward the same immediately to the War Trade Board, Washington, D.C.

SHIPMENTS TO CANADA THROUGH THE UNITED STATES.

8. Any person desiring to import a commodity from any foreign country through the United States into Canada will obtain the regular Canadian license for the importation of such commodity and will forward the number of such import license to the shipper in the country of origin. This import license number will be noted on the bill of lading and on the ship's manifest. Upon arrival at the port of entry into the United States the original, duplicate or triplicate of the bill of lading showing the number of the Canadian import license, must then be presented to the Collector of Customs.

9. In the case of rail shipments an extra copy of the Customs Carrier's manifest (Form 7512) must be presented to the Collector of Customs, who will note thereon the date, port of entry, and number of the Canadian import license shown on the bill of lading. The Collector of Customs will then allow the shipment to be entered through the United States Customs in bond under Special Import License Number PBF-25. The extra copy of the Form 7512 must be delivered by the Carrier to the Collector of Customs at the point of exit from the United States, who will allow the shipment to be exported

ONE BOARD FOR ALL GOVERNMENT LINES

Order gives C. N. R. Directors control of Government Railways.

An Order in Council giving the board of directors of the Canadian Northern Railway Company the powers vested in the general manager of the Canadian Government railways was passed on November 20, as follows:—

Whereas the Minister of Railways and Canals represents that under the provisions of the Department of Railways and Canals Act, Chapter 35 of the Revised Statutes of Canada, the management, charge and direction of all Government railways is vested in the Minister of Railways and Canals, and by Section 49 of the Government Railways Act, Chapter 36, Revised Statutes of Canada, the Governor General in Council is authorized to make such regulations as he deems necessary for, *inter alia*, the management of all or any of the Government railways;

And whereas the said minister further represents that with a view to attaining a maximum of economy and efficiency in the operation of the Canadian Government railways and of the Canadian Northern Railway system it is desirable that there should be a board of management of the Canadian Government railways consisting of the persons who comprise the board of directors of the Canadian Northern Railway Company;

Therefore, His Excellency the Governor General, by and with the advice and consent of the King's Privy Council for Canada, is pleased to order that the Order in Council of the 5th June, 1917 (P.C. 1529), whereby Mr. C. A. Hayes was appointed general manager of the eastern lines, and Mr. F. P. Brady was appointed general manager of the western lines, Canadian Government railways, shall be and the same is hereby rescinded;

And His Excellency the Governor General in Council is further pleased to order and declare that the persons from time to time comprising the board of directors of the Canadian Northern Railway Company shall be and they are hereby appointed a board of management of the Canadian Government railways and are hereby given the powers vested in the general manager under the general regulations of the Canadian Government railways adopted by Order in Council of the 22nd January, 1914 (P.C. 184).

Is Parliamentary Secretary.

It is announced by Sir James Loughheed that the Hon. Hugh Clark, parliamentary secretary for the Department of Militia and Defence, has taken over the duties of parliamentary secretary for the Department of Soldiers' Civil Re-Establishment, in succession to the Hon. F. B. McCurdy.

into Canada under Special Export License Number RAC-56 without further authority.

10. In the case of shipments by vessel, when Form 7512 is not used, the Collector of Customs at the port of trans-shipment will require an extra copy of the ship's manifest or a portion thereof, on which must be clearly shown the number of the Canadian import license for each shipment to Canada. The Collector will then allow the shipment to be imported under Special Import License Number PBF-25 and exported under Special Export License Number RAC-56.

11. The copy of Form 7512 or the copy of the ship's manifest, which is filed at the port of exit, will be forwarded immediately by the Collector to the War Trade Board, Washington, D.C.