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## Factors For Mangel Seed

During the last few years many of the Dominion Experimental Farms, particularly in the East and in British Columbia, have been engaged in mangel seed growing on quite an extensive scale and many observations have been made as to under what conditions the heaviest seed crops may be expected.

It goes without saying that the first condition for profitable seed crops is the use of vigorous and perfectly sound roots. Their size is of minor importance, which is evident by the fact that, where mangel seed is produced extensively for the trade, small roots one to two inches in diameter are generally preferred to larger ones.

Of great importance is early planting of the seed roots. The earlier the roots are planted out in the spring, the larger seed crops may be realized. Several years' observations have convinced us that the seed roots should be planted out as soon as the ground can be worked, even if it should be somewhat cool. In fact, planting in cool, damp soil often seems to be preferable to planting in warmer soil, particularly if the roots have been stored in a cellar during the winter and have come through somewhat lacking in crispness. They will, if planted early, have a most beneficial chance of regaining their crispness and therewith their full vigor before they begin to throw out seed stalks in earnest.

Besides early planting, richness of the land is a most important factor influencing the size of the seed yields. Since 1915 a few experiments have been conducted with a view of ascertaining the influence of the state of fertility of the soil on the seed yields. The first experiment, which was conducted on a rather small

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scale, clearly brought out that a heavy application of manure or an application of a complete fertilizer very materially increased the yield. A following more extensive experiment, in which different rates and combinations of manure and artificial fertilizers were applied brought out that, while either manure or a complete fertilizer greatly increased the seed yields when applied alone, the heaviest seed crops may be secured if the land is heavily manured and in addition is given a liberal dressing of a complete fertilizer.

Most striking evidence bearing on the all-important influence of rich soil on the yield of mangel seed was gathered last year, at the Central Experimental Farm at Ottawa. Half an acre was planted to mangel seed on rich land which the previous year had been used as a pig run. The roots used were all perfectly sound and in best possible condition so that a full stand of vigorous seed producing plants was secured. This half acre yielded 1020 pounds of first class reclaimed seed, i. e. at a rate of over 2000 lb. per acre. And yet, a considerable quantity of seed was lost on account of a hail storm when the seed crop was in stocks. Had no loss been suffered from this cause and from shattering before stocking the yield would probably have been at the rate of close to 2,500 lb. to the acre.

## Political Letter From Ottawa

Ottawa, March 26th, 1921—Parliament resumes its sittings after the Easter races with little accomplished in the way of solid legislation. The debate on the Address, the substance of which could have been compressed into the speeches of the leaders was dragged through two weeks of barren, futile oratory, while considerable precious time was thereafter consumed with academic discussions of moss covered topics that produce nothing but dullness in the House. The effect of such a waste of time, serious under any circumstances, is more pardonable at the present juncture, inasmuch as there are many pressing matters to be dealt with, and also because of the fact that Mr. Meighen has to go to England in early June to attend the conference of Premiers. As it is, it is doubtful whether the budget can now be disposed of before his departure, this involving the danger of its being delayed far into the summer, as it is not likely that such an important matter, particularly if tariff revision is gone on with, can be brought to Parliament in the Premier's absence.

Thus far the two most important subjects to come before the House were the estimates and the railway statement. Both disclose a financial condition that dizzy and appal. The gravity of the position revealed by the estimates is indicated by the fact that they call for an expenditure 100 millions in excess of the estimated revenue this year; the seriousness of the railway statement by the fact that it disclosed a deficit of seventy millions. It is a combination of circumstances calculated to produce thought; but it is not all. For, in addition to deficits and advancing expenditure, the country finds itself faced with the fact that customs revenue the backbone of national income, is falling, and that, with the decline in trade, other sources of revenue are bound to shrink. Moreover, there are hints, which appear to be well-founded, that the financial position of the Grand Trunk, liability for which the Government is about to assume, is much more serious than believed, and that, in addition, the annual report of the Mercantile Marine will disclose considerable losses. The Mercantile marine last year showed a profit. This year, however, the conditions have been a falling off of imports and exports, which mean small cargoes or empty bottoms, a surplus of mariner tonnage such as has not existed since pre-war days, and a tremendous decline of ocean freight rates. The result for shipping was bound to be had. In England and Sweden and the United States the consequence has been that thousands of ships are idle, that severe losses have been sustained, and that shipping values have had an enormous decline. Canada has not been so hard hit, but has not entirely escaped, and there is small comfort for the Canadian Treasury in the fact that the exchequers of other countries are worse off than our own. Nor is it a situation from which it is easy to emerge. Last year, the argument was used, and with force, that at any time the forty or more ships which are government owned could be disposed of at least at cost, but this argument no longer holds. The price of ships has fallen by more than 50 per cent.

Under the circumstances, it is perhaps little wonder that the Government is remorselessly paring down any and all expenditure that is not absolutely inescapable. The great trouble is that the vast bulk of the expenditure is for items over which it has absolutely no control.

As for the railways, Parliament as a whole realizes that there is no short cut to a solution. Impartial observers, except for a few partisans like Mr. King, who are bent on making political capital out of the matter, know that the situation is not of the present Government's making, that on the contrary, it is one for which the people of Canada as a whole are responsible and the proposition that a committee of the House be appointed representing all three parties to study the situation and make helpful suggestions upon matters of policy has been well received. The Government, for its part, is not in a position to take any drastic action one way or the other, but there is reason to believe that reorganization of the Board of Directors will shortly be brought about.

ON ADVISORY BOARD  
J. W. Brankley, of Chatham, manager of the Miramichi Lumber Company, has been elected to the vacancy on the New Brunswick Forest Advisory Board caused by the death of the late D. J. Buckley

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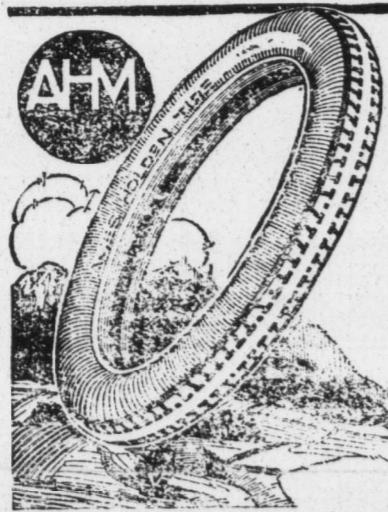
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