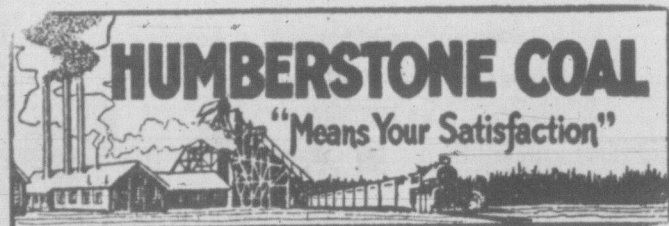


The Farm Page



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CLOVERS AND ALFALFA AS FORAGE CROPS

Clovers Have Not Yet Established Themselves Successfully in Alberta

ALFALFA STRONG CROP
But Conditions Not Yet Provided Whereby Alfalfa is Grown Generally

The large and varied growth of native wild leguminous plants in Alberta such as the pea-vines and vetches would lead one to expect that the tame clovers and alfalfas would become standard fodders. The importance of these plants on the side of feed resources and also on the side of conservation of fertility can not be over estimated. The leguminous crops such as beans, peas, vetches, alfalfa and the clovers all convert the free nitrogen of the air to the enrichment of the soil by the work of the bacteria in the nodules in the roots of these plants. It is not safe to prophesy what will happen in the way of plant improvement anywhere. Corn for example is a southern plant but it seems to yield to education and has made successful adjustment through Wisconsin, Minnesota, Manitoba, Saskatchewan and Alberta to the extent of ripening its seed and producing both good table corn and good fodder.

The clovers do not seem to have established themselves as general forage in the Province. Under properly arranged conditions red clover has succeeded under experiments but its general introduction is not by any means in sight. The resources of inoculation have perhaps not been fully exploited yet and we may see large development of clover growing in the future. White clover does very well and most people use it with their seedling down mixtures. The fact that white clover thrives well on damp or even rather wet soil indicates that probably the dense undergrowth that we have keeps the heavy and wet condition in our land which may be unfavorable to clover. The lands of Ontario are more rolling than the lands of Central and Northern Alberta, the soil contains more limestone, it is more porous, it drains and dries more rapidly perhaps than the heaviest soil of Alberta and admits air readily which favors bacterial action. The soil of the Edmonton District is rich black soil but it is not all as loose as its black appearance would lead one to expect. It is rather heavy clay. In soil of this kind there is not the same drainage, ventilation and warmth that there is in more porous and sandier soils. All these conditions of course have their compensations. Light soils have not the durability that the strong soils have.

In the southern part of the Province the soil is of more porous texture. It usually has a clay subsoil but on account of the rapid evaporation in the south the soil does not get sufficient moisture to reach the condition of saturation. The rains of the south go down three or four feet then they make their return trip by capillary action and either evaporate freely or find their way into the roots of the crop if a mulch is kept on the surface of the soil. This kind of land seems to be highly favorable for the growing of alfalfa but the supply of moisture on the other hand during the growing season is not always sufficient to produce a good crop on unirrigated land.

Alfalfa
Alfalfa is naturally a succulent, fast growing plant. Under good conditions it will produce three to five tons per acre in a season and will grow sufficiently to permit of three cuttings, consequently dry conditions are not good for this kind of crop. Grain will do better than alfalfa will under scant supply of moisture. On irrigated land on the other hand alfalfa is at its best. On the irrigated lands around Lethbridge the alfalfa crop is a very important feed resource for the south country. It is used for dairy cattle, sheep and particularly for the fattening of old ewes and lambs. Last year it reached a price of \$30.00 per ton. It is perhaps the most valuable forage plant in the world but it has not the adaptabilities that some of the common grasses have. Where alfalfa is grown on unirrigated

lands it is usually sown in drills about thirty inches apart and is cultivated with a scuffler two or three times in a season. This is quite an expensive way of growing a fodder crop. This method is employed usually in the growing of alfalfa seed. Good alfalfa seed is very scarce and is now worth between twenty and thirty dollars a bushel.

Sweet Clover
The plant that is coming into very sudden popularity is white sweet clover. In the Eastern Provinces it used to grow rather luxuriantly around the barns and barn yards and live stock did not pay any attention to it. It was regarded as a weed. However where the clovers and alfalfa can not be grown sweet clover is in rather general use. Like the other clovers it requires two seasons to mature. It is commonly sown with a nurse crop and requires about ten pounds of seed per acre. It is best not sown with other grass seeds such as timothy.

When it is used for hay it should be cut early for if it is left to ripen any it becomes bitter and woody. In mowing sweet clover the cutter should be set rather high. In pasturing it it should be pastured rather heavily especially in the early part of the season. It is usually considered wise to keep the stock on the clover alone. It appears to be perfectly palatable to dairy and other cattle and it should be made the whole ration in order to get rapid profitable grazing from it while the plant is young.

BETTER FACILITIES FOR TRANSPORTATION

At a meeting to be held in Edmonton, May 6th, the stockmen and shippers of the province will discuss with the railways the following claims.

Suitable watering accommodations at Camrose.
Suitable feeding accommodation to be provided at junction points where cattle may have to be unloaded.
Return tickets provided to stockmen to be first-class in order that those in charge of stock may be able to get tourist or sleeper accommodation if they desire.

That, where due to a shortage of cars, box cars were offered shippers in the usual proportion, in lieu of stock cars ordered, freight charges be based on the actual off-car weight at destination, and that there be no restrictions, or penalties, or increased charges based on the number of head unloaded.

That, where due to the railroad's inability to supply stock cars as ordered two box cars in lieu of one stock car be provided at the rate of one stock car, in the case of shipments of hogs.
That in the case of supplying box cars in lieu of stock cars, railroads provide them equipped, or alternatively that they bear the complete cost of labor, boards, nails and fittings equipping them.

That the railroads be required to furnish cars for the shipment of livestock within three days of the date of ordering, and that they be entitled in the event of their guaranteeing to pay for cars, to \$1.00 per day demurrage for every day cars stand unloaded after having been placed at shippers disposal.

That at transfer points where C.N. or G.T. cars are transferred to C.P. lines, or vice versa, a proper record be kept of dates and hours of arrival, etc., in writing so that delay in placing or transferring or lifting from transfer tracks may be traced to the particular railroad responsible.

That the cleaning charge be a charge against the railroads and not against the shippers.

That proper sleeping accommodation be provided men in charge of stock, and that to protect these men from the discomfort of train crews a notice be required to be posted up in every caboose stating stockmen's rights to accommodation, and warning against and penalizing trainmen for any breach of conduct in connection with the rights of men travelling in charge of stock shipments.

That the railroads be responsible in the case of death or injury from accident of men travelling with livestock shipments.
That by reason of the enhanced value of livestock, and in view of fluctuations from time to time in the value of cattle, etc., the actual cost of the animal or animals be the basis of settlement in the case of loss or injury.

These are the very reasonable demands which the stockmen of the province are unanimous in pressing on the railway companies. It is felt that a satisfactory arrangement can be arrived at on all the points introduced.

GET PERMISSION FOR AIR SERVICE

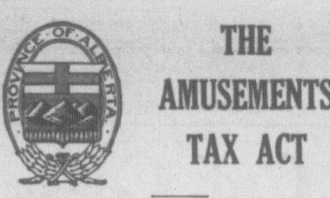
There is great possibility of aerial service being established in Canada in the near future. The C.P.R. has applied to parliament authorizing it to establish, maintain and operate services by aircraft within or without Canada, as may be found desirable.

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THE AMUSEMENTS TAX ACT

Every person attending an exhibition, performance or entertainment at a place of amusement to which an entrance or admission fee is charged shall on each admission thereto pay an amusement tax at the following rates:

- When the price of admission is from 10c to 20c inclusive, a tax of 1c.
- When the price of admission is more than 20c and not more than 75c, a tax of 2 1/2c.
- When the price of admission is more than 75c and not more than \$1.00, a tax of 5c.
- When the price of admission is more than \$1.00 but not more than \$2.00, a tax of 10c.
- When the price of admission is more than \$2.00, a tax of 25c.
- A tax of 25c shall be paid by every person attending any boxing bouts or contests.
- Where admission is given by pass or complimentary tickets a tax shall be payable at the highest rate charged for the performance to which admission is granted.

PENALTIES
Every person who, without having previously paid the tax provided by this Act, enters a place of amusement in the province for the purpose of attending an exhibition, performance, entertainment or game shall be liable, on summary conviction, to a penalty of not more than \$50.00 for each offence, and in default of the payment of the fine and costs, to imprisonment for not more than six months.

Every owner of a place of amusement and every employee of an owner of a place of amusement who permits or authorizes or is a party or privy to the admission of any person to a place of amusement for the purpose of attending an exhibition, performance, entertainment or game therein, without payment of the tax provided for by this Act, shall be liable, on summary conviction, to a penalty of not less than \$25.00, nor more than \$200.00 for each offence, and, in default of payment of the fine and costs, to imprisonment for not more than six months.

E. TROWBRIDGE,
Deputy Provincial Secretary.
Edmonton, April 24th, 1919.

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