

PATRIOTISM and PRODUCTION

"Belgium as a producing factor is obliterated from the map. Britain, always unable to sustain itself, will have stronger needs. That beautiful section of France where a little more than a year ago I saw the countless stooks of golden grain is now scarred with the deep-dug trenches. Surely, surely there is need for all that we can do."

HON. MARTEN BURRELL, Minister of Agriculture.

The Empire Needs Many Foods

The Empire asks Canada to increase the production of staple foods—not merely of wheat. Great Britain wants oats, corn, barley, peas, beans, potatoes, turnips, onions, meat, dairy products, poultry and eggs.

In the past Great Britain has imported immense quantities of these staple foods from Russia, France, Belgium, Germany, and Austria-Hungary as shown by the following:

Average Imports

Years 1910-1913

Wheat	28,439,609 bush.
Oats	23,586,304 "
Barley	15,192,268 "
Corn	7,621,374 "
Peas	703,058 "
Beans	639,653 "
Potatoes	4,721,590 "
Onions	271,569 "
Meat	26,509,766 lbs.
Eggs	121,112,916 doz.
Butter and Cheese	91,765,233 lbs.

The above mentioned sources of supply of staple foods are now, in the main, cut off as result of the war. Great Britain is looking to Canada to supply a large share of the shortage. Every individual farmer has a duty to perform.

Make Your Land Produce More

Millions of bushels rather than millions of acres should be Canada's aim. The fields already under cultivation should be made more productive. Keep in mind good seed and good cultivation.

That there is abundant reason to expect larger returns from the same area is conclusively shown when we compare the average production of the present time with the possible production. Note the following brief table which shows our average in 1914 and the possible production per acre:—

	Average	Possible
Fall Wheat	20.43	52.
Spring Wheat	14.84	33.
Barley	16.15	69.
Oats	36.30	91.
Corn, Grain	70.	200.

Average Possible

Corn Ensilage (Tons)	12.	19.
Peas	15.33	37.
Beans	18.79	50.
Potatoes	119.40	450.
Turnips	421.81	1000.

By "possible" is meant the actual results which have been obtained by our Experimental Farms and by many farmers. These "possibles" have been obtained under intensive cultivation methods and conditions not altogether possible on the average farm, yet they suggest the great possibilities of increased production. By greater care in the selection of seed, more thorough cultivation, fertilization, better drainage, the average could be raised by at least one-third. That in itself would add at least \$150,000,000 to the annual income of Canada from the farm. It would be a great service to the Empire, and this is the year in which to do it.

Have You Attended Your District Conference?

If you have, you know that you heard once more the same old gospel of crop production. Have you talked over with your neighbour farmers the problems discussed at the Conference? If there are any questions on which you are at all doubtful write at once for information to the Canadian Department of Agriculture, Ottawa, or to your Provincial Department of Agriculture. They will be pleased to help you.

Increase Your Live Stock

Breeding stock are to-day Canada's most valuable asset. The one outstanding feature of the world's farming is that there will soon be a great shortage of meat supplies. Save your breeding stock. Plan to increase your live stock. Europe and the United States, as well as Canada, will pay higher prices for beef, mutton, and bacon in the very near future. Do not sacrifice now. Remember that live stock is the only basis for prosperous agriculture. You are farming, not speculating.

Make use of the Free Bulletins issued by the Canadian Department of Agriculture. They are mines of valuable information. The Government has nothing to sell and its reports are unbiased. There are special bulletins on wheat, oats, corn, barley, peas, beans, potatoes, turnips, onions and live stock. Send coupon below (no stamp on envelope necessary).

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Our Ottawa Letter

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A division on the Laurier amendment will, by agreement, be taken on Tuesday evening next.

C.P.R. Steamships

W. F. MacLean, J. G. Turiff and Major Sam Sharpe, of North Ontario, who has recently joined the ranks of what might be described as the "railway" independents, made a long but futile fight on Monday of this week against the bill to prevent the C.P.R. divorcing its ocean shipping business from the parent railway company. The bill which had on a previous occasion been fought in the railway committee by these three members was passed by the House. It gives a Canadian status to a company which is being incorporated in England with a capitalization of fifteen million dollars and bonding privileges up to thirty million dollars. On behalf of the C.P.R. it was explained that the existing ships are to be transferred to this company and that the parent railway company will guarantee the bonds to cover the cost of the construction of new vessels, a number of which will be required in the near future, more particularly as many C.P.R. ships have been taken over by the government and may be destroyed or damaged during the war.

The two principal objections against the bill were that it permits the C.P.R. to increase its capitalization in this indirect manner and that the Parliament of Canada would for all time lose any right it may have to exercise control over ocean rates. All three opponents of the measure argued that if the C.P.R., as recently announced "by Sir Thomas Shaughnessy, adopts a policy of creating subsidiary companies to control its varied lines of enterprise, the capitalization of the company will eventually be increased by a couple of hundreds of millions. This development they maintained should not be allowed unless the company agrees to a corresponding reduction in the capitalization of the parent company.

There was no prospect at any period of the debate of the attack on the bill being a success. Hon. Frank Cochrane and A. E. Lancaster, chairman of the railway committee, were convinced that it was good legislation and that no harm could be done by allowing the C.P.R. to divorce its railway and ocean steamship business. Sir Robert Borden could see no harm in the measure. Neither could Hon. Geo. P. Graham, who said that his experience as a minister had made it clear that it was difficult to arrive at the cost of the operation of the C.P.R. railway because of the practical impossibility of separating the steamship from the railway earnings. The prime minister in connection with the discussion tabled the order-in-council by the terms of which the C.P.R. sometime ago agreed to come under the control of the Railway Board. It quotes an interesting letter from Sir Thomas Shaughnessy in which the admission is made that the earnings of the C.P.R. at the present time exceed ten per cent. of the cost of construction.

C.N.R. Wants Extension of Time

During consideration of a bill giving the Canadian Northern more time for the construction of certain lines in Western Canada, J. G. Turiff put this pertinent question: "What proportion of the stock of the Canadian Northern Railway Company does the government now own?" "Forty per cent.," replied the minister of finance.

Whereupon Mr. Turiff remarked: "We have in this bill a proposition from the Canadian Northern Railway Company to grant extensions for five years to complete those branches that were commenced over five years ago and that had a certain amount of work done on them. The settlers along these lines are patiently waiting for the work to be completed and nothing is being done. As the government is now owner to the extent of forty per cent. in the Canadian Northern Railway Company, if it does not see that the company goes on and completes these branches, it will certainly have to assume forty per cent. of the condemnation of the settlers of those particular parts of the country. With the government owning such a large proportion of that stock, it is its bounden duty to see that something is done."

The minister of finance did not undertake to reply to Mr. Turiff's statement.