

Premier Wants Early Session in Parliament

With the return of Premier King who is expected in the capital the second week of November, preparations will be made for the next and in all probability the last session of the present Parliament. Orders have been issued to the deputy ministers of departments to have their estimates ready as soon as possible for the consideration of the Cabinet, which means that it is in the mind of the Premier to call Parliament together as soon after Christmas as possible. From well informed sources it is learned that the Government would like to have the opening of Parliament take place during the second week of January and have business completed before the summer sun would cast its rays on Parliament Hill. Last session did not commence until February and concluded late in July, but an effort will be made to have an early opening of next session and an early closing.

The chances of a general election next fall are being canvassed and such a contingency upon what occurs in Parliament next session. The western Progressives will make more demands for tariff cuts and the Prime Minister will have to decide upon the course he will take. If he wishes to remain in power until 1926 he will accede to their demands but will at the same time cause further dissatisfaction in the ranks of his prote-

ctionists followers. He is not deceived by the result in St. Antoine which was more a matter of Conservative disorganization than approval of the Robb budget. It is believed that the Prime Minister has gone the limit in the matter of tariff reductions and will say nay to the Progressive demands. The result will be a general election as the Progressives will be willing to sacrifice one sessional indemnity for the chance of being returned for another Parliament. They can tell their electors that they refused to be bribed by the King Government by another sessional indemnity. The same crafty game of fooling the prairie farmers will be played in the next election as in the past by Progressive leaders. Mr. King is certainly not in favor of free trade and what he means by "freer trade" has not yet been made clear. However, falling revenues, unemployment and idle factories have shown the present Government that "freer trade" as enunciated by the Robb budget is a dangerous principle if even Mr. King will next session advance any further along the road of tariff reduction.

Hon. E. M. MacDonald, Minister of National Defence, will soon return to Canada from the Geneva conference and from consultations with the British Cabinet.

Hon. T. A. Low, Minister of Trade and Commerce, accompanied

by Hance Logan, M.P. for Cumberland, will leave this month to consult with the Government in the West Indies on the matter of better trade relations with Canada and the West Indies. Last session an illuminating debate took place on that subject initiated by Mr. Logan who thinks better trade relations would unquestionably help the Maritime Provinces.

It is likely that the question of further Cabinet reconstruction will not be discussed on the Premier's return and that Mr. King will wait to see how the cat jumps next session before deciding to make changes in his Cabinet.

The Progressives will arrive in the capital for next session with blood in their eyes. They are angry over the recent decision of the Railway Commission on the Crow's Nest rates and not at all pleased that the present Government will not complete immediately the Hudson Bay Railway. Mr. King will have no picnic next session with Mr. Meighen attacking him in front and his Progressive allies attacking him in the rear.

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SUPPLYING CANADA'S TABLE WITH FOOD

Development of Natural Resources Closely Associated With Provision of the Nations Food Supply.

Three meals per day for the 3,775,533 people in Canada in 1921 would mean 26,327,559 meals daily; or 9,609,458,935 yearly.

What a quantity of foodstuffs is required to supply these meals and what a variety must be provided.

Where it all comes from, and the interests represented in its collection and distribution, would make a most interesting story, says the Natural Resources Intelligence Service of the Department of the Interior. The object of this article, however, is to direct attention to the effect of the development of our natural resources upon the provision of our food supply—the means whereby it reaches our tables, and what natural resources enter into its preparation.

Canada's chief food supply, of course comes from the farm, consequently it is upon the development of Canada's greatest natural resource—the land—that our people depend for sustenance. Agriculture supplies us with our bread and butter and our meat and vegetables our dairy and poultry supplies and our fruits.

Of the total wheat crop of 369,786,000 bushels in 1923 170,104,000 bushels was consumed in Canada. How much of this was converted into flour is not as yet known but in 1923 there was 81,413,649 bushels milled from which was produced 17,833,131 barrels of flour. Of this flour 8,633,078 barrels was consumed in Canada, slightly less than one barrel for each person.

Of the 491,239,000 bushels of oats grown in 1923 there was consumed in Canada 467,678,000 bushels. The quantity of oats used for human food in 1922 was 11,151,617 bushels which was converted into 145,912,814 pounds of rolled oats or oatmeal of which 109,220,512 pounds was used in Canada.

Cornmeal also was used to the extent of 51,302,802 pounds while 2,659,910 pounds rye flour; 5,631,225 pounds of buckwheat flour; 4,041,053 pounds of barley and 99,433,000 bushels of potatoes contributed to Canada's table supplies. Farm and ranch animals provided 1,391,342,492 lbs. of meat, together with 230,507,322 pounds of butter; 21,272,216 pounds of cheese and enormous quantities of milk and cream.

How dependent Canada is upon natural conditions, as they pertain to precipitation and temperature, is evidenced in the wheat crops of 1921 and 1922. The increase in production in the latter year notwithstanding that there was less acreage sown to wheat, averaged five bushels per acre, or a total of 104,507,500 bushels—the difference being more than enough to provide all of Canada's requirements for flour making.

While Canadians are not great fish consumers, nevertheless very large quantities are required to maintain our tables. Salmon, lobsters, herring, cod, halibut and many other varieties are available and of recent years a number of species heretofore not regarded as edible are being made use of.

Table and dairy salt produced in Canada in 1923 amounted to 41,274 tons and common fine salt to 35,758 tons. Minerals also enter into the provision of our meals in the form of table cutlery, culinary utensils, stoves etc., while to a large extent coal, oil, natural and artificial gas and other mineral products supply the necessary fuel.

The power used in the manufacture of our flour and meals amounted to 33,315 horsepower. Herein enters another of Canada's important natural resources. Of this

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BRIGHT OUTLOOK FOR THE LUMBER BUSINESS NOW

The bottom of the slide in the lumber market has been reached and there is a brighter outlook for the future of lumbering interests, in the opinion of Sir Keith Price director of the Price Lumber Co. Ltd., of England who is now in the Maritime Provinces looking in to general conditions. Sir Keith believes that the change of government in England will create a more stable feeling in the Old Country and that with the better feeling there will come some improvement in the lumber market with better prospects for the Canadian output. It is two years since Sir Keith visited the Maritime Provinces and he has spent the last few days in Nova Scotia, accompanied by W.E. Golding, St. John vice-president of the George McKean & Co. Ltd. and W.K. McKean of Halifax and has come through to New Brunswick to look over the situation in the north of the province. Sir Keith is a cousin of Sir William Price whose tragic death in landslide in Quebec was announced about three weeks ago. He is equally well known in the Maritime provinces and is the overseas representative of several Maritime lumber companies. He is entirely conversant with the lumber market situation in the Old Country and keeps well in touch with lumbering affairs in Canada.

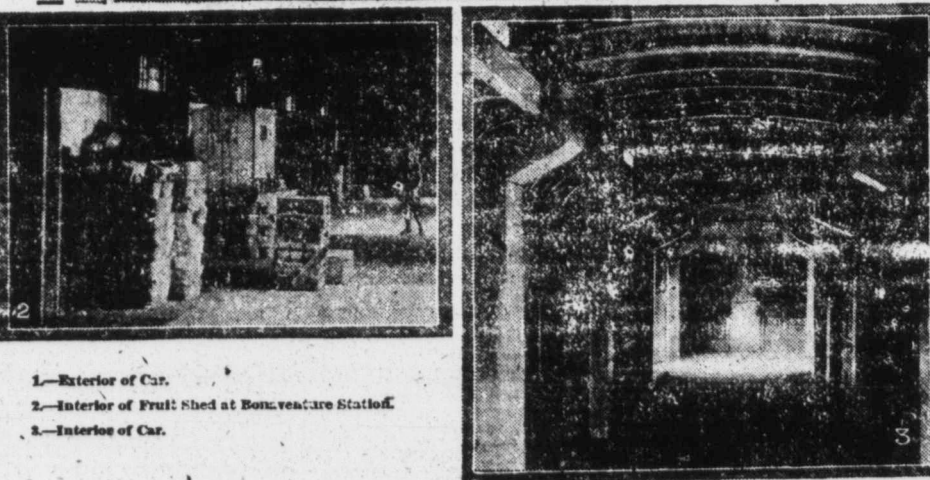
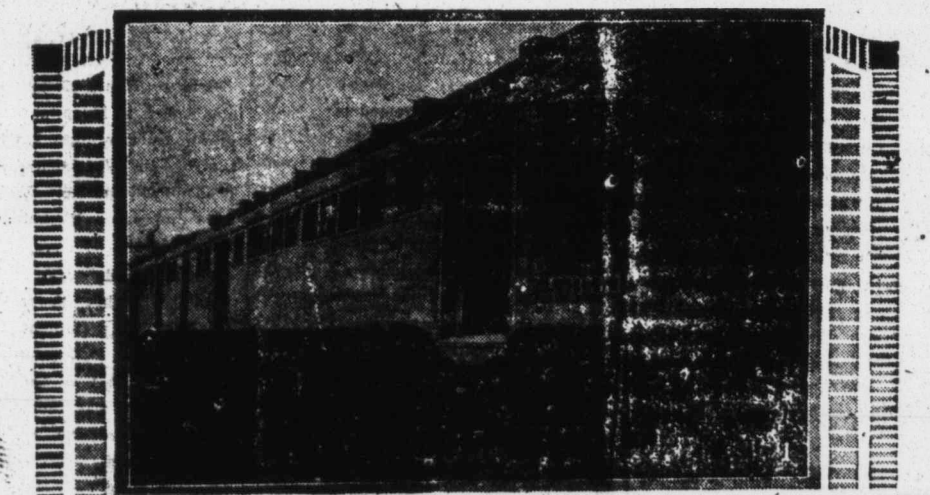
Sir Keith will be the guest of Angus McLean in Bathurst.

French People Do Not Use Many Checks

The check book is not much used in France. Frenchmen prefer to be paid in cash and if a merchant is persuaded to accept a check he may be seen a few minutes later closing up his shop and hurrying to the bank to verify it. He goes to the bank on which it is drawn, for the French law allows only 24 hours to make a declaration of default.

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• FRUIT NOW SHIPPED IN NEW TYPE OF CAR •



1.—Exterior of Car.
2.—Interior of Fruit Shed at Bonaventure Station.
3.—Interior of Car.

THE development of the Niagara Peninsula as a source of fruit for the markets of the Dominion is becoming more pronounced, through the co-operation of the fruit growers, the dealers and the Express Department of the Canadian National Railways.

For this traffic, the Canadian National Express has designed an entirely new style of fruit car which has already given satisfaction. No ice is used in these cars, a natural air-cooling method being used. While this does not develop as low a temperature as ice refrigeration, the process is more natural, and as a result, the fruit does not deteriorate as quickly when removed to the warmer outside atmosphere.

These are ordinary baggage or express merchandise cars, 60 feet in length. They are equipped with a steel underframe and can be added to the equipment of any type of train; they are also equipped with special ventilating devices, consisting in part of ten metal air intakes and channels placed in a staggered position, five on each side of the car, for the purpose of carrying outside air, while train is in motion, through the channels into a chamber of approximately seven inches in depth under a raked false flooring, which entirely covers the regular floor of the car, with the exception of the two passenger doors at the ends of the car between the two side doors at

each end. There are also eight metal air exhausts placed in a staggered position, four on each side of the car, for the purpose of carrying off gases and foul or warm air thrown off by the fruits and vegetables. The intakes and exhausts lead to the outside of the car through the deck light openings.

The channels running from the air intakes into the chamber under the false flooring are placed against the wall and curved portion of the roof inside of the car. All of the equipment is portable and will in no way damage the car when being attached thereto. In addition, the intakes bring air into the car irrespective of the direction it moves. The idea is to utilize an ordinary baggage or express merchandise car, equipping same at the start of the fruit and vegetable season and dismantling at the close of the season.

There are thirty of these cars in operation between the Niagara Peninsula and points in Ontario, Quebec, the Maritime Provinces and the North West, and they received several tests under the most unfavorable conditions possible, before they were finally adopted for service. These tests were carried out by G. E. Bellrose, general superintendent of transportation of the express department. In the case of an empty car, it was found that the car exhausted 222,500 cubic feet of air, which is equivalent to changing

all the air in the car every 58 seconds. A car loaded with 800 crates composed of radishes with the tops on, asparagus and spinach, exhausted 168,360 cubic feet of air per hour, or a complete change of air in the car every 101 seconds. Thermographs in this car showed the inside temperatures to range from 53, 54 and 55 degrees, while the outside temperature ranged from 78, 58 and 56 degrees.

Another test carried out with 1,200 crates of the same traffic, showed a complete change of air every 87 seconds and temperature readings inside of 60, 63 and 60 degrees, and outside readings of 90, 54, 68 and 53 degrees. Still a further test was made with smoke bombs broken in the car, proving that the car could be entirely cleared of smoke in 90 seconds while not in motion.

The claim is made that not only do these cars carry out their object better than any other type of air-cooled car, but they cost less to equip, and the maintenance charges are nil. The false floors are put down in sections and can be removed by one man and the true floor of the car can be swept clean in a few minutes. As the air from the intake devices comes in underneath the false floor, any dust or cinders that may enter the air channels, remain on the bottom and is not blown down on the fruit, so that the fruit arrives as clean and fresh as when it left its shipping point.

Weigh Your Furnace



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