

Three Times As Seven Feet

That's the kind of service you get from the "Nisoo" and "Novo" spreaders that have patented features you find on any other spreader in the world.

Under and the special steel suitable for this. The double series of the manure and the ft. wide covers two corn rows wear and tear on manure, acre with a half mile less

easy loading. The "Nisoo" is 19 in. clearance under covers in rear wheels. This makes mairmen in hilly sections

CO Takes Three Whacks at the Manure Machine, which afford ample verizing mechanism, insured ordinarily by 2 horses, or

to prevent cramping of the soil with bearings bolted and simplicity. Only two levers and a foot pedal are used for throwing the

and Steel Distributor "and New Idea" make these spreaders and cannot be used by

with the wheels when backing. One end moves the perates the feed. Absolutely clicking to annoy horses.

Everywhere in Canada offering offer for Right Man in history for you to make a farmers. War conditions

for prompt shipments. Get write for details or if you send us the name of your

LEADER CO. "SPECIALISTS" Guelph, Ont.

USED! Dr. Cassell's Tablets

restored To Health And activity

Sound and Well Had Failed, But—

Herself Cured By Got Some, and—

ame True

English-road, Shirley, Southampton, tablets to be above and beyond any

almost black up to the thigh. However, I would not have it if and my hand was of my mind. I was taken me again absolutely helpless.

Cassell's Tablets to me. I dreamt that I was to take them, and I seemed to see myself as well and active as ever. I told my husband and he got me some. After taking

the tablets for a time I felt a tingling in my foot, and found I could move it. I was soon I was going about on crutches, and then one day I put down

my crutches and walked out into the streets without any support at all. People came to their doors to see me. It was a modern miracle, for I am ever so well; stronger and firmer, and even heavier than before my

able case, which investigation will add.

Neighbors Southampton, says: "I have known through her illness. She was able to walk about without crutches. There was some plain speaking, and they out to see the wonder. Now she

Southampton, says: "I remember Mrs. was taken to hospital, and I recall. Now to see her so strong and free as ever."

SELL'S TABLETS

the largest sale of their class in the world confidence for every weak child from infancy to extreme age. For and given in milk, Aguin and again Tablets has proved in cases of

Stomach Disorders Malnutrition Wasting Diseases Pale Faces Wasting in Children and Women of Middle Age

at the Dominion sell Dr. Cassell's sent to you on receipt of 5 cents for Canada, H. P. Ritchie and Co., Ltd.

C.P.R. STEAMSHIP BILL PASSES

Commons Rejects Amendment for Clause to Control Rates

POTATO EMBARGO

Pugsley and Carvell Want Strict Inquiry Into Cause of American Action, Which Minister Promises to Do—Ex-Minister of Public Works Eager for St. John as a Port for Franco-Canadian Steamer Service

Ottawa, March 9.—At the opening of the house of commons today, Mr. Maclean moved that the correspondence between the auditor general and the minister of public works under the War Appropriation Fund be referred to the Public Accounts Committee.

Sir Robert Borden asked that the motion be allowed to stand for a day or two, as there was additional correspondence to be brought down. Mr. Maclean agreed.

Sir Wilfrid Laurier asked the government to make a statement in regard to the announcement of the estimate of a tri-weekly service between Canada and France.

Sir George Foster, in reply, said that the government had been informed by the imperial authorities that eighteen vessels had been procured which would carry on a service between the Canadian ports and Havre.

The sailings will be published weekly, and it was believed that the shipment of government supplies would fully occupy the proposed service. If the government supplies were not sufficient, however, private contractors for the imperial government would be given an opportunity to make use of these boats.

Sir Wilfrid desired to know if there was any correspondence dealing with the arrangements.

Sir Robert Borden replied that the correspondence was not complete, but it would be tabled later on. He said it was understood that a few of these vessels had already arrived. One had been loaded, and was now on the way back to France.

Dr. Pugsley Queries About Ports. Hon. William Pugsley was anxious to know what Canadian ports would be utilized. He was told that during the winter months the sailings would be from St. John and Halifax. After that the majority of the sailings would be from Montreal and Quebec. Should it be desirable to have a number of sailings from maritime provinces here during the summer months, Sir Robert thought the matter could be arranged with the Admiralty.

The American Embargo on Potatoes. B. B. Law, of Yarmouth, asked as to the truth of the report that New Brunswick potatoes were being embargoed by the American authorities because of the presence of powdery scab. He asked what investigations the department had made, and if it was capable of making Canadian potatoes to the United States was now prohibited.

Hon. J. D. Reid, acting minister of agriculture, said that shipments had been made in route to Cuba, had been condemned at Boston. He had at once sent a Canadian inspector to Boston. No report had yet been received from the inspector, but the minister understood that the inspector maintained that the action of the United States authorities was not warranted.

Hon. William Pugsley said that there was a feeling in New Brunswick that the American inspectors were not justified in the action they had taken.

F. B. Carvell wanted to know if any steps had been taken to have the potatoes inspected by an independent inspector after they had been condemned. He said he knew the Canadian inspector who had inspected this consignment before it left Canada. He was capable of making and he had asserted that the potatoes were not diseased.

The acting minister said that all shipments of potatoes to the United States had been closely inspected. He repeated, as so soon as he had heard of this matter he had, without delay, despatched a Canadian inspector to Boston.

Crowell Was Right. Sir Robert Borden said he had promised to table papers relating to the treatment of the Seventeenth Nova Scotia battalion at Salisbury Plain. He would not be able to do so for a day or two, however, as the papers were not complete. Referring to a statement made by Mr. Crowell, of the Halifax Chronicle, that he had never interviewed General Alderson, Sir Robert said that Sir George Perley in a table from London, Sir Robert said that this was true. It had been discovered that a mistake had been made in the copy of the table which referred to Sir George as not General Alderson, but General Guy Carden Jones, director-general of the Army Medical Service.

Canadian Railway Enterprises. Canadian railway enterprises came under the searchlight of parliament today. There was some plain speaking, and practically the whole day was spent in consideration of problems involved.

Hon. Robert Rogers protested the passing of a bill fathered by his Conservative colleague from British Columbia, R. F. Green, to extend the charter of the Edmonton, Dunvegan & British Columbia Railway in the form in which it came before the house.

The minister of public works proposed to amend it by limiting the company to six months, instead of two years, for the commencement of its various lines. Mr. Lancaster, chairman of the railway committee, accepted the amendment, which Sir Robert said was a brilliant move. Mr. Buchanan maintained that the West was flooded with railway charters, and the country would be a good deal better off if they were allowed to lapse.

Hon. George P. Graham did not see the proposed amendment would do either good or harm. He knew that railway contractors to "commence" a railway by four hours work with a horse and a scraper. The important point was the length of time in which it had to be completed.

W. F. Maclean led the opposition to the Canadian Pacific Railway bill which proposed to allow that railway to sell its

ocean steamers to a new company, which would be known as the C. P. R. Ocean Service Limited, and to allow the parent company to guarantee the bonds of the new company. The South York member described the measure as the first step to dismember the road. The new company was to be incorporated in Britain, and would be beyond Canadian jurisdiction, he argued. He wanted the bill to await the passage of the New Railway Act.

Mr. Turill urged that as the C. P. R. had come to parliament for power to issue stock, at least indirect control could be exercised. While Hon. Douglas pointed out that the C. P. R. and Grand Trunk had been given power by the C. P. R. now sought.

Major Sharpe urged that the bill be rejected. This was a war season, he said, and no new legislation should be considered.

Mr. Carroll found Mr. Maclean's reasoning "as clear as mud." He said that the bill would be placed before the House of Commons, and that the C. P. R. member would vote against the measure. He failed, however, to see that as a result of the legislation the C. P. R. overseas service would be placed beyond the pale of the railway board.

Continuing in the evening, Mr. Carroll said the C. P. R. had now two competitors in the west, and that the bill would tend to increase transcontinental rates, it could be dealt with by the railway commission.

W. F. Maclean returned to the subject of ocean freight rates. He said that the time when the C. P. R. was before parliament as a suppliant was the time to secure some concession in regard to the control of rates.

Impossible to Control Rates. Hon. Frank Cochrane said that attempts to compel the company to submit to control of the railway commission might lead to drive ocean tonnage away from Canada.

He said that several things would have to be accomplished to bring the cost of ocean freight rates. There would have to be an agreement with the United States for the formation of an international board to deal with the subject of equalization of insurance rates, as between Canadian and American routes. Mr. Cochrane said that so many Canadian Pacific ships had been requisitioned by the British government that the company wished to add to its fleet. The increase in the number would have a tendency to reduce rates. Mr. Cochrane could see no harm in the bill.

Mr. MacDonald, of Pictou, was of opinion that ocean rates were governed largely by supply and demand. The cost of transportation had increased because there were fewer than formerly. Until an arrangement was made between Great Britain, Canada, and the United States, any legislation to regulate ocean rates would be practically inoperative.

Sir Robert Borden stated that the English Joint-Stock Companies Act, under which the Canadian Pacific Ocean Service Limited was to be incorporated, was very strict in regard to the returns to be made to the government. He had been struck with some of the features of the British Act, and he had brought them to the attention of the minister of justice, with the idea that some of them might be adopted with advantage in Canada.

The prime minister did not think that any company would go to England for incorporation with a view to obtaining any undue advantages with respect to its capitalization.

Sir Robert pointed out that the control of rates on the Atlantic was a very different thing from the control of rates of railways situated within Canadian territory. Legislation to regulate ocean freight rates would, he felt, have to be framed with the greatest care, and with regard to varying conditions, or it might have the effect of driving tonnage elsewhere.

Sir Robert said that the government had made inquiries, and had had under consideration the possibility of joint action by Canada, the United States and other countries. It must be borne in mind, he continued, that even before the outbreak of war there had been an increase in the cost of ocean transportation, due to an increase in the cost of labor, material and supplies. The bill under consideration would not prevent parliament from exercising control over rates in the future.

Would Not Make Combine Easier. Sir Robert could not see the force of the argument that the passage of the bill would facilitate the formation of a combine. In fact, in the United States companies were being compelled to do the very thing which the C. P. R. was asking permission to do. If the proposed steamship company had been organized years ago by capital provided by the Canadian Pacific railway, or those interested in it, and if it were to be proposed that that company be merged with the railway company, there would be a greater outcry than against the bill now before parliament. The C. P. R. had invested a certain portion of its capital in steamship lines. It could legally dispose of these steamships. It proposed, however, to form a new company under the English Companies act, to carry on the ocean carrying trade. He thought that the minister of justice was wrong in his anxiety as to the control of railway rates, but by means of a graduated income tax and a tax on land. The tariff changes were more protective than revenue-producing, and would result in the greater production of foodstuffs.

The change in the British preferential tariff he considered a direct blow to the British shipping industry. Canada was borrowing money to pay the cost of the war, and at the same time increasing the tariff against British goods. There was every indication, he said, that higher protection would be maintained after the war.

Richard Blain. Richard Blain, of Peel, was the first speaker in the evening. Mr. Blain pointed out that Hon. W. S. Plaiding, late finance minister of the Liberal government, had stated that the bill would be a new tariff had made the best of the difficult situation resulting from the war. He continued, that the Liberals after announcing that they would accept the government, had attacked the administration through Hon. Dr. Pugsley as soon as the house opened.

The justice minister for Halifax had made the statement that trade conditions in the country and particularly the iron and steel industry, had not been affected by the war. He had stated that the bill would be a good thing for the country, and that it would be a good thing for the iron and steel industry, had not been affected by the war. He had stated that the bill would be a good thing for the country, and that it would be a good thing for the iron and steel industry, had not been affected by the war.

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was subject to such control. Formerly it had accepted the jurisdiction of the commission, while reserving the right to withdraw if it chose.

Mr. Gushkin stated that in the present unsettled financial situation, he thought it a good thing that the C. P. R. should be allowed to guarantee the bonds of its offspring. He has been fearful for the interests of the shareholders, since it was well known that the C. P. R. never neglected its shareholders.

Mr. Turill made the point that the bill had made it clear that the C. P. R. was not incorporating its new company in Great Britain, because it could obtain any advantages from such incorporation. This proved there must be some other reason for the move, and he thought it was the railway desired to anticipate the coming into force of the new railway act, which would give the railway commission control of its capitalization, and also future control of ocean freight rates.

Major Sharpe also thought the bill was in anticipation of the government's railway act. There was no doubt the new company would mean an increase in the railway commission's control of its capitalization, and also future control of ocean freight rates.

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Lean did not think the new Nova Scotia tax was a war tax.

Mr. Blain said he was ready to take Premier Murray's word for that. He was not a great expert on the subject, but he did not propose to increase their prices because of the new tariff, for the reason that they intended to capture, if they could, a great part of the market for goods imported into Canada from Germany and other countries. He had the price list of one manufacturer which had actually reduced prices for goods imported into Canada from Germany and other countries. Mr. Maclean said he had been informed of the price of fertilizers had gone up.

Mr. Blain said in reply to an intervention by Dr. Pugsley that the member for St. John would prefer to have fertilizers imported from the United States, or even Germany, than made in Canada. Mr. Maclean said he had been informed of the price of fertilizers had gone up.

Dr. Pugsley said it would be necessary to import the raw materials, in any case, nitrate, potash, etc. He asked Mr. Maclean what about soda?

Dr. Pugsley remarked that the intervention was hardly worthy of the member for Frontenac.

Would Limit Act to Britain. Roch Lanctot, of Laprairie-Naperville, said that Canada's contribution to the war effort was being hampered by the restriction of raw materials, and that it was not fair to give the member for Frontenac the right to enter upon unregulated and uncontrolled expenditures.

Lanctot referred to the statement by Lloyd George, chairman of the exchequer, that England had sufficient to carry on the war for five years, and the statement by Lord Stattenham and General Joffre that they had 4,000,000 men in reserve. He then stated:

"In the presence of these things, which we should take as facts, considering the responsibility of those who make the statements, will the people of this country be justified in spending our last drop of blood? I believe that the most patriotic of us would prefer to see the war to allow our population to confine itself to the encouragement of production to go to ward off the famine which is threatening the continent of Europe."

Mr. Bellavance, of Maskinonge, advocated the supply of seed grain to the farmers of Quebec, Ontario and the Maritime Provinces. He thought this would be preferable to the making of further sacrifices in the way of sending soldiers and great sacrifices in this regard and instead of sending more men he thought the wiser policy now would be to encourage production to go to ward off the famine which is threatening the continent of Europe."

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CENTREVILLE RED CROSS BRANCH CONTRIBUTIONS

Centreville, N. B., March 6.—The Red Cross Society wish to thank all who have contributed money.

Mr. LeRoy and Miss O'Hara collected \$8.00 from the following: Miss Burpee, Mrs. Alexander, Mr. and Mrs. B. Eastburne, Harry Roy, Mrs. A. Lee, Mrs. H. W. Peppers, Mrs. A. Gibson, Mrs. Kinney, Mr. and Mrs. A. J. Lee, Mr. and Mrs. O'Hara, Mr. and Mrs. LeRoy, Mrs. C. H. Reid, and Mrs. George Bart, Mrs. Porter, Dr. Brown, Miss Brown.

OF FERTILISERS

Delia has given orders for fertilizers, and I am told by my son, friend from...

AGAINST THE INCREASED TARIFF ON FERTILISERS

Col. O. W. Wetmore at N. B. Farmers' and Dairymen's Convention Says It's a Blow at the Agricultural Industry—Hon. Mr. Murray Says He Has Protested to Ottawa About the Boost—Minister Also Tells About Pure Bred Sheep and Seed Wheat Bought for Distribution in New Brunswick.

Fredrickton, March 9.—(Special)—The annual meeting of the Farmers and Dairymen's Association of New Brunswick opened in the Opera House tonight with a large number of members present.

GOOD PROFITS IN DAIRY FARMING

While the Dardanelles are under attack Canadians are working in factories and stores, building houses, teaching school, keeping hotel, and engaged in various other prosaic occupations...

DAIRYING FOR PROFIT OR LOSS

In the busy world of dairying even a few meagre calculations show great differences, whether in cows, their owners, the land, the bank deposit or the test of fat, etc.

ON NOVA SCOTIA COAST

Drift ice along the Cape Breton coast is menacing navigation and colliders in the Louisbourg trade are having difficulty in forcing a passage through the field.

POULTRY HINTS

Chickens, like human beings, enjoy varied food from day to day. The food should be given often and little at a time.

ASK YOUR GROCER

Have you never tried 'Crown Brand' with Blanc Mange? They seem to blend perfectly—each improves the other—together, they make simple, inexpensive desserts...



THE OFFICIAL ANNOUNCEMENT

Official Announcement, March 10, 1915. It is officially announced that the second contingent of Canadian troops landed in Italy yesterday.

More Live Stock Necessary

John Bright, Dominion live stock commissioner, pointed out early in his remarks that it was by her agriculture that Canada would have to pay a large share of the debt which was piling up as result of the war.

Dr. Pugsley and the Finance Minister

The Minister of Finance is shocked because while the allied financial situation is improving, the £100,000,000 loan which the Government has secured...

You Can't Cut Out ABSORBINE

It will clean them off permanently, and you work the horse same time. Does not blister or remove the hair. Will tell you more if you write.

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 stocks of golden grain is now scarred with the deep-dug trenches.

The Empire Needs Many Foods

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

Average Imports

Table with columns: Average Imports, Average Possible, and Produce More. Lists various food items and their quantities.

AMERICAN CREAM SEPARATOR

AMERICAN CREAM SEPARATOR. A small advertisement for a cream separator.

95 ON TRIAL

95 ON TRIAL. Advertisement for a product with a 95-day trial offer.

FOOD CHOPPER

FOOD CHOPPER. Advertisement for a food chopper machine.

MAXWELL'S

MAXWELL'S. Advertisement for Maxwell's products.

COUPON

COUPON. A coupon for a Maxwell's product.

CHAMBERLAIN'S TABLETS

CHAMBERLAIN'S TABLETS. Advertisement for Chamberlain's Tablets.

RENNIE'S Garden Book

RENNIE'S Garden Book. Advertisement for Rennie's Garden Book.

Canadian Department of Agriculture, Ottawa, Canada

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