

BRITISH COLUMBIA'S NEW EXCLUSION LAW

Which While Adopting Some of the Features of the Legislation of the Other Provinces, Omits the Safeguards Which They Include.

(Toronto Globe.)
A defence, or at least a determined declaration, in favor of the British Columbia law appears in The Vancouver News-Advertiser. As that newspaper falls into the dereliction of which it accuses both eastern and local critics, its position is doubtless assumed without a proper knowledge of the new law or its effects. The News-Advertiser charges The Globe and other eastern newspapers with failure to point out where in the British Columbia law differs from that of Ontario and other eastern Provinces, and leaves the inference that the laws are similar in form and effect. When the matter was first discussed, The Mail and Empire fell into the same error, but corrected it later. The Globe has been careful to explain at length more than once the important difference between the law in British Columbia and that in other parts of the Dominion. The News-Advertiser leaves its readers in the dark on this critical point. The important practical difference which has often been pointed out and which the defender of the new law ignores is found in the fact that travellers for companies having British, Dominion, or Provincial charters can go freely through all other parts of the Dominion and transact their business, but must stop when they reach the divide that separates the Pacific Province. If they cross the divide they must pay a large registration fee, with other incidental outlays, heavy fines being imposed for failure to comply. If they do business in British Columbia by correspondence they are denied the use of the courts to collect their accounts, while no such embargo exists elsewhere.
The Ontario Act, on which the acts of the other Provinces are founded, was adopted in 1900, and provides that companies not incorporated under the laws of Ontario, but "carrying on business" in the Province, must take out a license. The object was to prevent them from becoming virtually Ontario companies while obtaining their charters elsewhere. This limited purpose is secured by the definition of "carrying on business," selling by commercial travel-

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DISORDER FEARED IMMINENT IN PORTUGAL

Lisbon, Via Frontier, Aug. 26.—Serious apprehension of disorder during the election for the Cortes which take place throughout Portugal August 28th are entertained here, due to the persistent reports that the clerical leaders are preparing a protest against the liberal party in its relations with the Vatican.

The government is taking the most energetic measures of precaution and has recalled to the colors every officer and soldier and sailor on leave. The warships or the Portuguese Navy have been distributed among the various Portuguese ports to assist the civil and military authorities if disturbances break out. As the government telegraph refuses to accept despatches referring to the possibility of disorders this despatch is sent to the frontier by train.

AUSTRIAN PRINCE RELEASED FROM PRISON WILL NOW BECOME A FARMER

Hanover, Russia, Aug. 26.—Prince Prosper of Arenberg who was condemned to death by court martial in German Southwest Africa in 1889 for murder and other crimes, committed against the natives but whose sentence was commuted was discharged today as cured from the Sanatorium at Oboroden where he has been confined since he was pronounced insane in 1904. The prince will go to Argentina in charge of guardian appointed by the court, where he will become a farmer. His title has been dropped. The court has given him the name of Blandin.

The Arenberg case has several times been the subject of discussion in the Reichstag, allegations that the prince was not treated as other prisoners, but was addressed as "Your highness" and given on easy time, having been made in the press.

SOME FARM TOPICS

THE BEEF AND SWINE DEMAND

If one can make a forecast of the future, it is very probable that there will be a continuous heavy demand for beef cattle, and for bacon swine. Breeders and feeders alike will profit by studying market conditions closely and acting accordingly. There is a conspicuous shortage in the supply of beef and pork not only in Canada but in the United States as well. The shortage here makes beef and pork more costly than usual in Great Britain. The packers attempted a year or two ago to increase their profits by paying less for the raw material. (The raw material for the packer is the farmer's finished product.) The result of this unfortunate policy was that the people who were producing cattle and swine reduced their stock, and in numerous instances went out of business. Very soon it was apparent that there was a deficiency of supply, and immediately the competition among the packers became keen, while profit margins were cut in two again and again. The packers made a fatal mistake, and it is to be hoped learned their lesson. It is probable, therefore, that for some years there will be a good business for the farmer who stocks heavily and places as many finished cattle and hogs on the market each season as he can feed to advantage.

Too many of our farmers are apparently afraid to stock up heavily and buy feed. This is not a foolish policy, when the feeder has acquired some skill and knows what he is doing. Other things being equal, the more stock a farmer can keep and fatten, the better for his own farm and for his bank account. Many a man has made a fortune buying cattle and hogs and buying the feed to fatten them. A few men have done remarkably well buying lambs and fattening them for selected markets. This is one branch of farming that is worth developing. It is better, of course, to feed what one grows, but when a man is alive to his business opportunities he will not be satisfied to feed only what he grows. The more a farmer feeds the more manure he produces, and the better his land. Feeding cattle and hogs helps to provide steady labor for farm help throughout the winter months. This is another phase of the subject that ought to be very carefully considered.

FARM SANITATION

During the present summer months there has been a noticeable development of illness and various sicknesses throughout our rural districts and small villages. Where there are comparatively few people there ought to be the most healthful of conditions; but this does not always follow. During July and August the writer visited a number of rural communities, and in every case was painfully conscious of the presence of flies and filth. The two go together. Where one finds flies and filth one finds that the air is polluted with foul odors. The worst places for these evidences of bad sanitation are often in small rural villages. People living in such places wonder why it is that they are ill. It is often a greater wonder that any of them are well. Every one who has noted these conditions is familiar with their characteristics. It is true that insanitary conditions are permitted to exist in the surroundings of too many farm homes. The lack of efficient methods of disposing of farm sewage and slops, the too general neglect in properly cleaning and disinfecting the farm cellar, in some instances the improper location of the water supply, the proximity of the stables and piggeries—some or all of these things contribute to an insanitary condition that breeds the house fly and loads it with life-destrating germs. Because these germs cannot be seen, people often fail to consider their importance. This does not, however, lessen the danger from them or excuse us from taking every reasonable precaution to prevent infection and disease by providing

proper sanitation and clean, wholesome surroundings about the farm home.

THE HORSE SUPPLY

The British Royal Commission on Horse Breeding recently issued its thirteenth annual report in which it is urged that the Parliamentary vote of \$25,000 a year is totally inadequate for the purpose of encouraging horse-breeding in the United Kingdom. This sum of money, the commissioners claim limits their sphere of action and curtails their usefulness. It appears that the commission exists for the purpose of providing horses for the British army at home; but the authorities do not buy horses for military purposes until they are four years old, while army buyers from the continent of Europe gather up English horses at three years of age and ship them out of the country. The commissioners "regret that the opinions expressed in this connection for many years have been completely disregarded, and they feel that if their views had been adopted the difficulty of providing suitable horses for army purposes would have been considerably lessened. In fact, the difficulties which confront an interest of so much importance to the welfare and even safety of the nation are increasing every year."

From reports and other information at hand, it is clear that the supply of horses in Great Britain suitable for military purposes is at present hopelessly inadequate. There are not enough horses for the ordinary peace training of their territorial forces. The English farmer apparently has no compunction regarding his colts at three years of age being sold to supply the needs of the military powers of Europe. This is a case in point where business is first and last, while nothing else counts. Where Great Britain would be able to secure horses for the army in case of war no one seems to know. It would no doubt be another case of South Africa, only a hundred times worse.

In Canada we seem to be just as hopelessly at sea in the matter of encouraging and developing the horse-breeding industry. There was a commission appointed in Ontario a few years ago to study the horse-breeding industry and to suggest plans for its improvement. The single but glorious result was that a report was published and about 30,000 copies distributed for the edification of the community. How many people read this report is not recorded but without a doubt the Government of Ontario has no great faith in it, as nothing has since been done or is likely to be done. The Dominion Department of Agriculture is doing a little for the horse-breeding industry, but its speed in this respect is similar to that of molasses in winter.

The farmers of Canada are willing to breed and develop horses of the right kind and will do so if someone in authority will only give them some slight encouragement. Canadian farmers can supply horses of excellent quality in ample numbers to meet the needs of this country, the United States if necessary, and certainly Great Britain.

If the Royal Commission on Horse-breeding in England would turn its attention to Canada as a source of supply there would not be a shortage. In a few years the whole problem would solve itself. If the British Government would contract to buy in Canada, say, 10,000 horses of a certain type each year, the number and the quality would be forthcoming and no one would feel any pressure on the Canadian market. In Toronto alone last winter nearly 20,000 horses changed hands and most of them were shipped out of Ontario. The farmers of this country could easily supply 50,000 horses a year to the British Government if they were certain of the steadiness of the demand, nor would this supply in any way cripple the local markets. Surely it is time that someone grappled with

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No. 321—Suburban for Gibson and Marysville, 11.15.
No. 323—Suburban for Gibson and Marysville, 16.20.
No. 301—Express for Loggieville, Chatham, Campbellton, Quebec, Montreal, etc., 18.30.
No. 327—Suburban for Gibson and Marysville, 18.40.
No. 329—Suburban for Gibson and Marysville, 22.00.

ARRIVALS

No. 306—Suburban from Marysville 7.45.
No. 302—Express from Loggieville, Chatham Junction 11.25.
No. 308—Suburban from Marysville 13.30.
No. 304—Mixed from Loggieville and Chatham Junction, 16.00.
No. 310—Suburban from Marysville 19.15.
No. 316—Suburban from Marysville 21.55.

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6.20 a.m.—Express for St. John, Portland, Boston, Woodstock, etc.
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9.45 a.m.—Express for St. John and points east.
4.45 p.m.—Mixed for Woodstock, via Gibson branch on Tuesdays, Thursdays and Saturdays.
5.50 p.m.—Express for Montreal, and Boston, Woodstock, St. Stephen, etc.
9.05 p.m.—Express for St. John and points east.

ARRIVALS

9.10 a.m.—Express from St. John and points east.
11.20 a.m.—Mixed from Woodstock via Gibson branch, Tuesdays, Thursdays and Fridays.
11.35 a.m.—Express from Montreal, Boston, etc.
7.50 p.m.—Express from St. John, and points east.
9.05 p.m.—Mixed from Woodstock, and points North.
10.50 p.m.—Express from Boston, Portland, Woodstock, St. Stephen, etc.

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Stage line for Meductic and point on western side of river leaves the post office Mondays, Wednesdays and Fridays at 7.30 a.m.

ANNUAL CONFERENCE

Seventh-day Adventists of Maritime Provinces

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This problem. An adequate supply of horses for army purposes is imperative. We in Canada are almost as much interested in this matter as are the people of Great Britain. If the army of the motherland were suddenly required to take the field and was handicapped because of the horse shortage, it would be a shame. The resources of the Empire ought to be utilized in order to maintain its strength.

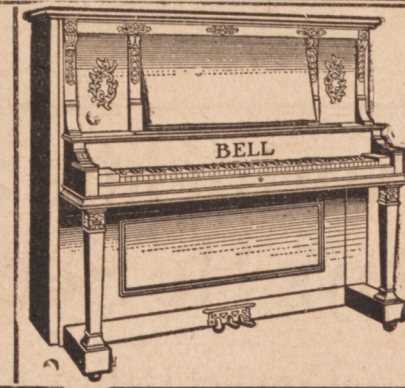
BIG AVIATION MEET BEING HELD IN FRANCE

Havre, Aug. 26.—An aviation meet is being held here with 41 competitors including Hubert Latham, Count de Lesseps, Captain F. S. Cody and M. Leblanc, Aubrun and Legagneux. The prizes for the various contests aggregate \$53,000.

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