

Discussion On Insecticides Switches To Overpopulation

By ALAN DONNELLY
OTTAWA (CP)—A Commons committee that has been worrying about side effects of insecticides began to question whether it has been worrying about the wrong problem. Its new concern: The population explosion.

A major producer of insecticides, Cyanamid of Canada Limited, in an appearance before the special food and drugs committee, spelled out the safety precautions taken in developing and marketing new pest-killing products.

Up to now that has been the committee's main concern. But its members were chiefly struck by the warning of a company official that the world faces a population "catastrophe" unless world food production can be vastly increased.

British-born Dr. Robert White-Stevens, assistant director of agricultural research for the company's U.S. parent firm, said the world's present population of just over 3,000,000,000 could increase to 6,000,000,000 by the year 2000. Agricultural and scientific progress in the next 40 years must be twice as great as the progress of the last 100 years, he said.

"USELESS TO WORRY" Steve Otto (L.-York East) said in view of that statement "it seems useless for us to worry about the effect of insecticides on wildlife."

Dr. P. B. Rynard (PC-Simcoe East) said the only conclusion is that the world will end up without standing space. "It leaves you a bit depressed," he commented.

Dr. White-Stevens said the World Health Organization estimates 2,000,000 lives a year are saved in the world by its program of spraying against malarial mosquitoes. That compared with 89 accidental deaths from insecticides in the United States.

Better insect control could open up new farming areas for food production. Some 4,000,000 square miles of Africa were virtually denied to agriculture by the use of the tsetse fly which carried sleeping sickness. The food and drug committee, which also has the job of

Export Grain Worth More To Elevators

OTTAWA (CP)—Eastern Canada storage elevators are more interested in over-winter grain for export markets than for use as domestic feed because they make more money that way, the Commons agriculture committee was informed.

Former Conservative agriculture minister Alvin Hamilton called it a "very important" piece of testimony from the Board of Grain Commissioners for Canada, the Crown agency charged with grain-handling supervision.

The testimony, which fits in with complaints from Eastern MPs about high-priced Western feed during the winter months, said elevator operators can count on making more money from export-grain storage because it stays in the elevator longer. The committee in two sittings finally approved the 1962 annual report of the board.

Efforts to get Agriculture Minister Hays before the committee to testify immediately about the feed-supply position for Quebec and the Maritimes proved unsuccessful. Mr. Hays is due to appear Dec. 3 at the earliest.

MADE DRAMATIC PHOTOS

Photographers Bob Jackson, left, of the Dallas Times-Herald and Jack Beers, right, of the Dallas Morning News made Sunday's sensational pictures



of Lee Harvey Oswald being gunned down by Jack Ruby in the building housing the Dallas police department and city hall.

35-Year Grain-Moving Mark Set By CNR During October

MONTREAL — Under the impetus of Canadian grain sales in Russia and other overseas buyers, Canadian National Railways in October moved more grain from prairie elevators than in any month during the past 35 years.

N.F. MacMillan, QC, CN executive vice-president, said 20,378 cars, representing over 41,000,000 bushels, were loaded and moved to inland and ocean ports during October.

The all-time CN record for grain movements was set in 1923 when in October, the railway loaded 36,764 cars at Prairie elevators with about 58,000,000 bushels. Grain cars 28 years ago averaged 1,600 bushels per car. Today the average is 2,500 bushels.

"Fine autumn weather was the major contributing factor during October," Mr. MacMillan said, "but this record reflects the degree of co-operation that is being exercised between farmers, country elevators, transportation companies and the Canadian Wheat Board in order to meet the demands of our exports."

Most grain bound for the Soviet Union is moving through the St. Lawrence seaway and Atlantic ports. Cars are being routed on CN lines to Saint John and Halifax. The volume of traffic from elevators at Georgian Bay to the Atlantic seaboard will increase when winter ice closes inland navigation.

Mr. MacMillan reported that as yet the railway had been able to find sufficient cars to move the grain and maintain service to regular shippers. Gravel cars are being converted at the rate of 20 per day in CN shops and they are being put into immediate service for grain movement from the Prairies to the lakehead.

Fifteen diesel locomotives had been leased from the Dnipro, Missabe and Iron Range Railway in Minnesota and are currently hauling grain trains on the Prairies.

Other leased motive power will probably be required for the winter," Mr. MacMillan said, "but our requirements will depend in a large extent upon the severity of the weather during the next four months."

Secret Vote On Die Is Aim Of YPCs

VANCOUVER (CP) — The youth wing of the Progressive Conservative party has asked that John Diefenbaker's leadership be put to a secret vote at the party's next convention.

Carl Moores, 35, of Fredericton, national president of the 14,000-member Young Progressive Conservative movement on a tour of YPC groups, said here that his group has submitted its demand for the secret ballot to the party's senior council.

"It is well known there are factions within the party that oppose Mr. Diefenbaker's leadership," Mr. Moores said. "The only way to clear the air and achieve unity is to allow the party membership to express their wishes in a secret vote."

Mr. Moores said the usual vote of confidence accorded the party leader at a convention would be completely inadequate.

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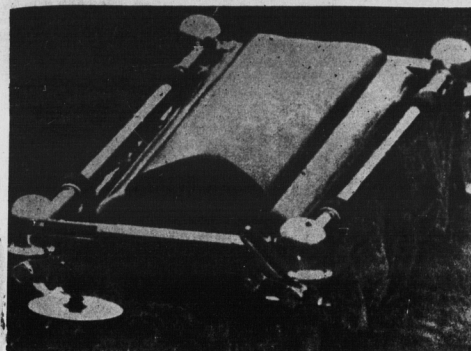
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