

extreme. Wild cattle when put on the cars frequently refuse to eat or drink for three or four days and the shrinkage must be large. This, of course, must come back on the producer. Shipping on the hoof is likewise wasteful as it involves freight on meat and offal alike. This is a question for the Trade and Commerce Department along with the Dominion Department of Agriculture. Cold storage shipment must ultimately form part of our transportation system. Our output, if fed, could be supplied at any time and if cold storage were available shipped at any time. At present the shipments in the fall happen to come at the time that grain is moving, which is a strain on our transportation facilities and gives rise to dissatisfaction with transportation service. It is not to be supposed that the railways are not anxious to see shippers satisfied and to meet demands. Their anxiety of course increases step by step with competition. The little shippers are the ones that complain of want of attention to their needs. The railways want to handle all stuff and handle it expeditiously. In the administration of a big concern, however, the strong shippers get their own way easily with machine subordinates and the little fellow has to sit back. It is perhaps about right to say that the policy of efficiency in the heads of the large directors of transportation does not filter down in any degree of strength into the noddles of the local agents. It is probable, however, that the railways would like to have the business shipping consolidated as it means economy for them and it is equally the case that the exporters and commission men would like to discourage the small shippers. There is no reason why the Railway Commission should not demand and secure scheduled stock trains to offset, for the sake of the small shipper, the natural advantage now held by both the big company and big shipper and the ease with which they plan into each others hands by reason of their strength and importance.

It is impossible to avoid the conclusion to which producers have come in the West that Gordon and Ironsides control the export price and Burns the local price in Alberta. With regard to this, Burns' own statement is good evidence. Before the Beef Commission, Burns reported as follows: "There are a lot of people in this country who think it is the right thing to knock the C. P. R., Gordon and Ironsides and Burns but I want to say that we three have made this country and it is a pity that there are not more Burns and Ironsides in this country. Without us the country could not eat. Men like Gordon and Ironsides have been the making of the West. Through adversity they have held on and persevered. Nobody knows what good their existence has done this country. They have nothing to do with me or I with them excepting that if I have stuff they want to buy I sell to them. Why, if I were to close down

to-morrow, in ten days the people in this country would be starving." This burst of eloquence on the part of the famous butcher, I presume, gave the Commission the information that Burns' position was such as to leave him in control of the beef business both with respect to live stuff and the distribution of dressed stuff. It does not appear that he has abused his advantage inordinately though his influence is dangerous for both producer and consumer, and there is no doubt but that Burns' power is no better for both than any other monopoly would be. Burns has had the ability to profit by his position. He got a good start and organized the retail business skilfully and comprehensively. He keeps good clean stalls and disposes of some good beef and some of the other kind by displaying it well and handling it properly. We are not specially concerned with the question as to whether the C. P. R., Gordon and Ironsides and Burns—"We Three"—made the country or not. Labor has frequently been considered

the source of wealth by old-fashioned economists but Burns seems to have got mixed up with a later school of thinkers who put the juggling and packing about the nation's produce as the fundamental thing in national economy. We are inclined to concede to him the honor of originating the theory until someone else claims it. "We Three" are taking on large responsibility in claiming to have made the country. If Burns had just gone on in the time-honored way and claimed to be a self-made man he would have been taking on additional responsibility which would have been a considerable relief to an overworked Providence. We had Pat Burns up on a neat substantial pedestal as a shrewd, outstanding business operator who has gone away beyond his neighbors in swinging a comprehensive proposition successfully, but he fell away disappointingly in his sacrifice of reserve and decency in his talk to the Beef Commission. No doubt he felt relieved when he delivered himself.

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The Value of Dominion Forests

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"Whereas it is expedient that reserves of Dominion lands in the provinces of Manitoba, Saskatchewan, Alberta and British Columbia should be made in order to protect and improve the forests for the purpose of maintaining a permanent supply of timber, to maintain conditions favorable to a continuous water supply, and to protect, so far as the Parliament of Canada has jurisdiction, the animals, fish, and birds within the boundaries of such reserves, and otherwise to provide for the protection of the forests in said provinces: Therefore His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—"

The reserves created in Manitoba are with their areas in square miles:—

Riding Mountain Reserves	—	1,535 sq. m.
Duck "	—	1,251 " "
Porcupine Hills "	—	322 " "
Lake Manitoba West "	—	248 " "
Spruce Woods "	—	110 " "
Turtle Mountains "	—	109½ " "

Of these the two most important are the Riding Mountain and Duck Mountain Reserves, shown on the accompanying map. These reserves embrace two ranges of clay hills, old glacial moraines in northern Manitoba. Although surrounded by some of the best farming land in the west the reserves themselves do not include any land especially adapted to farming. It was not intended that they should do so. Only such land was included as would promote the

general prosperity more by producing a crop of timber rather than a crop of wheat.

The higher central plateau of the hills is chiefly characterised by low rolling ridges, separated by small lakes, spruce swamps and muskegs covered with black spruce and tamarack. Towards the boundaries, where the reserves dip down to the settled prairie, the streams heading in the reserves cut through steep narrow gullies, before running out on the plain. Such a character renders the land unfit for agriculture, while its elevation exposes it to late and early frosts.

A glance at the map will show the number of important streams heading in the country—the main tributaries of the Vermillion, Wilson, Ochre, Shell, Turtle, and Little Saskatchewan Rivers all rise in the high lakes and muskegs. The importance of these rivers is too well known to farmers in the West to need emphasis here. Settlement has always followed them, the most desirable farms are usually those closest to the rivers. In the maintenance of the rivers the reserves are essential, the muskegs absorb the water of an exceptionally wet season, the forest prevents a rapid run off of any precipitation, both, together with the lakes hold the moisture from the melting of a winter's snow and distribute its delivery during a whole summer. The forested river banks do not wear away so quickly as would the unprotected clay.

To the farmers on the prairie muskegs are more valuable than they may believe. If the



ROUND-UP NORTH OF BOW RIVER, COCHRANE LAKES, ALBERTA.