

Commission of Conservation

CANADA

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CONSERVATION is published about the first of each month. Its object is the dissemination of information relative to the natural resources of Canada, their development and the proper conservation of the same, together with timely articles covering town-planning and public health.

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According to *Safety-Engineering*, about twenty-five per cent of the accidents recorded under the British Compensation Act were due to insufficient lighting of industrial shops.

If the men and women of Canada would buy Canadian-made goods exclusively, all Canadian workmen would be back at work. Charity begins at home, and this is both charity and good business.

The flowing waters of Canada are, at the moment, apart from the soil, our greatest and most valuable natural resource. They are more valuable than all our minerals, because, properly conserved, they will never be exhausted; on the contrary, they can be increased.

The Supreme Court of Pennsylvania has decided that the amount of damage collectible on growing timber set on fire through negligence is not only the value of the wood destroyed, but also the injury to the property as a whole through the destruction of the young growth.

Early in November Mr. Nunnick, Agriculturist of the Commission of Conservation, visited Ayers Cliff, Que. at the request of the Farmers' Club. So great was the interest manifested in better farming that Mr. Nunnick was kept on his feet for two and a half hours explaining methods and answering questions.

Under modern systems of sanitation we make use of water for flushing sewers, carrying away and destroying the most valuable of fertilizers, and at the same time polluting the water into which it is carried. This may be characterized rather as a monumental misuse than as a use of water.—Hon. Clifford Sifton.

CANADA'S FISHERIES

Few Canadians appreciate the fact that the waters in and around Canada contain the principal commercial food fishes in very great abundance. Such fishes as the cod, halibut, mackerel, herring, haddock and sardines are taken from Canadian waters in immense quantities every year, while the salmon and lobster fisheries have world-wide recognition.

Owing to the many large indentations Canada's Atlantic coastline measures fully 5,000 miles from the strait of Belle Isle to the bay of Fundy, and the Pacific coastline is 7,000 miles in length. All the territorial waters along these coasts have abundance of food-fishes. During the fiscal year 1912-13 the inshore and deep-sea fisheries produced fish having a market value of \$29,315,772, and the product of the inland fisheries was valued at \$4,073,692, making a total of \$33,389,464. Of this amount, British Columbia produced \$14,455,488, an indication of the value and extent of the salmon and halibut fisheries of the Pacific province.

Another almost totally undeveloped fishery is that of Hudson Strait and Hudson Bay. The Dominion Government has had its fishery officers in these waters during the past two years. The cod and salmon fisheries at Port Burwell, in Hudson Strait, are capable of considerable development and in time will prove to be of great value. No official reports are as yet available regarding the fisheries of Hudson Bay. Enough is known, however, to clearly indicate that not only the fisheries of these northern waters but the other deep sea and inshore fisheries of the east and west coasts are capable of great expansion. For this reason the action of the Department of Marine and Fisheries in endeavouring to extend the markets for fresh fish will doubtless add steadily to the importance of a great Canadian industry.—A.D.

THE WAR AND FOREST PRODUCTS.

The pulp and paper industry in Canada will profit greatly from the war situation. An increasing demand for Canadian supplies is already noted, due to the general stoppage of European supplies. It is probable, also, that a market will be developed for a large amount of small-sized timber, to be used as pit-props in the mining of coal in the British Isles. The usual supplies from the Scandinavian countries are, at least temporarily, cut off to a considerable extent. Eastern Canada has vast quantities of timber suitable for mining purposes, and the securing of this market would mean a very large development. On the other hand, the demand for lumber and building materials has fallen off seriously, on account of the general cessation of building operations.

FIRE WIND FORECASTS

On the Pacific slope in the country west of the Rockies, the dangerous winds which, during the summer, are likely to cause widespread and destructive fires, commonly result from high pressure areas in northern British Columbia, traveling southward towards Washington and Montana. Passing wholly over the interior, such a wind has but a small moisture content, and consequently is very drying. To forest protective organizations, the value of warning respecting such winds, before they arrive, is obvious.

Co-operation with the Government Weather Bureau to get forecasts of such winds was initiated in the United States by the Western Forestry and Conservation Association.

This co-operation work has been extended until now it includes both the Canadian and United States Weather Bureaus. The fire wind forecasts are received daily and used through the fire season by the British Columbia Forest Service in Canada, and in the Pacific States, by the United States Forest Service, the various State Forest Services, and the many private forest fire protection associations of which the Western Forestry and Conservation Association is the central body. The system has proved very useful to the British Columbia Forest Service this summer, but is, at present, of greater value to the protective organizations in the States, because there the much greater number of weather stations enables the forecasts to be made more definitely and accurately. With the opening of northern British Columbia by the new railways, such as the Grand Trunk Pacific, Pacific Great Eastern, etc., many more weather stations will be established and the value and usefulness of the weather bureau reports will be increased, both to that province and to the Pacific States. In British Columbia, reports are sent from several of the weather stations by wireless telegraphy. The rapidly increasing use of the wireless telegraph is a most important factor in this work, since it will enable weather reports to be received from a much larger number of stations than would otherwise be possible.—H.T.M.C.M.

RAILWAY FIRE PROTECTION

The Railway Fire Protection Association is a new organization, comprising in its membership a considerable number of the railways of the United States. The objects of this association are to promote interest in and improve the methods of fire protection and prevention, to obtain and circulate information on these subjects, and to secure the co-operation of its members in establishing proper safeguards against loss of property and life by fire, and especially to standardize practices through the interchange of ideas and experiences with regard

to such matters in connection with railway properties.

The work of this association will greatly improve existing methods of railway fire protection. While the association was organized by railways operating in the United States, it is probable that some of the Canadian railways will also become members. The suggestion has been made that the organization of a similar association in Canada would be worth while from the point of view of the railways concerned.—C.L.

CIRCUIT BREAKERS

The circuit-breaker on street cars is doubtless a vast improvement on the old time fuse, but its usefulness would be better appreciated by passengers if it were provided with some sort of silencer. The loud report accompanying the operation or release of some of these is enough to cause a panic on crowded cars. Numerous accidents have resulted to nervous passengers jumping off moving cars through fright due to this cause.

The function of the circuit-breaker is to protect the car equipment from an undue excess of electricity, automatically turning off the power whenever this occurs. Theoretically, the circuit-breaker should operate only on rare occasions, and this is probably one of the reasons why little importance was attached to their noisy operation. In practice, however, it is found that some operate without justifiable cause, sometimes being gradually released by the vibration of the car. If nothing can be done to prevent circuit-breakers from operating as often as they do, some contrivance should be provided to muffle the loud report which is heard when they are released.—L.S.D.

FIRE APPARATUS ON CITY STREETS

A decision was handed down recently by Justice Middleton at Ottawa to the effect that drivers of police patrols and fire fighting apparatus have no legal right to exceed the limit of speed allowed other vehicles on city streets. To enforce the letter of the law may handicap fire departments, as minutes of delay may have serious consequences. The general public can assist materially by seeing that fire apparatus has the right of way on the streets. At junctions of streets pedestrians can warn drivers of vehicles of the approach of fire engines, and thus avoid accidents. Children should be kept off the streets and out of harm's way. It is almost too much to expect the drivers of fire apparatus to exercise the same care as drivers of lighter rigs. Their trucks are heavy, their horses are spirited, and time is their most important consideration. The assistance of the general public will, therefore, be of untold value, both to the fire department and to the cause of public safety.