

Water Gardening

Most of the best inland fishing waters in Canada are being steadily "fished out." Planting fry produced in hatcheries is helping to prolong the life of these fisheries, but this only serves to postpone, not to prevent, the depletion of the fish supply. This does not mean that men will have to live without eating fish, any more than the virtual extinction of the wild hog meant that pork would be unobtainable. Instead, it will mean that many small lakes and otherwise waste land will be converted into "water gardens," where better fish, and more of them, will be produced.

Many farms throughout the country possess small streams, bordered by areas of wet, marshy land. Frequently these lands are of little value except as inferior pasture. Why should not the farmer turn such tracts to account by converting them into "water gardens" to supply fresh fish for himself and for his less fortunate neighbours? Much of the waste land can be made to produce excellent forage for fresh-water fish. A series of small ponds, separated by dykes would tend to prevent excessive waste of the forage and make it possible to produce larger quantities of better fish. In other words, by increasing the available food supply for fish it is possible and desirable to plant more fry, just the same as the farmer who grows more grain is able to produce more and better hogs.

It is essential also for farmers to acquire a knowledge of the life histories and food habits of fishes, in the same way that they have already done in the case of live stock. Such knowledge will make it possible to select varieties of fish, suitable for the conditions to be met with, to provide sufficient and proper food and to control the enemies of the fish.

Producing fresh fish on the farm is an "infant industry" deserving much attention. The increasing cost of living is making it more and more desirable that the open lakes, ponds and streams should be made to produce crops of fish. A few farmers have already undertaken it, and are demonstrating that intensive methods are as applicable to "water gardening" as they are to farm crops.—A. D.

STEAM TRAWLING

The line fishermen of Annapolis, Digby and Yarmouth counties in Nova Scotia have recently been voicing their grievance against trawling as a method of fishing. The steam trawler represents the economy and efficiency of modern industry, but it has aroused inquiry regarding its effect upon the productivity of fishing grounds. Line fishermen demand the prohibition of trawling. They claim that it is destructive to the fish ova, and to feeding grounds, and that it means the capture and

waste of many immature and unmarketable fish. Through investigation alone will decide whether these charges are true or whether they are advanced merely to enable the line fisherman to avoid the competition which he cannot meet. The productivity of the North Sea banks, apparently undiminished by years of trawling, is a point in favour of the trawlers. On the other hand, the United States Bureau of Fisheries has become convinced that the conservation of the Atlantic fisheries depends upon the absolute prohibition of trawling, except for the taking of shell fish. A recent report to Congress proposes cooperative action for this purpose by France, Newfoundland, Canada and the United States.

Despite their commercial advantages, the operations of trawlers must be restricted, if they endanger the permanent value of the waters as a source of food. The question, however, presents a jurisdictional difficulty. Within the three-mile limit the various Governments may exercise their individual authority but beyond that line nothing can be accomplished except through international agreement.



Artificial fish pond on a farm near Lennoxville, Quebec—A profitable side line for the farmer

FOREST FIRES

Forest fires are unnecessary, are nearly always the result of carelessness, and may wipe out in an hour what nature has taken hundreds of years to create.

They destroy existing forests.

They destroy the possibility of future forests.

They destroy a great market for labour.

They destroy the beauty of a region.

They destroy homes.

They destroy lives.

They destroy prosperity.

As an evidence of results which may be secured by the efforts of employees in safety work, the experience of the Intercolonial railway may be cited. On the Fourth district, extending from Sydney to Stellarton, in the six weeks after organizing, the safety committee succeeded in correcting 317 unsafe conditions and warning against 146 unsafe practices.

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Class of road	Load for one horse	Cost per ton for hauling
Muddy earth road	800 lbs.	56.75 cents.
Smooth earth road	2,000	22.70
Gravel road in bad condition	1,500	28.40
Gravel road in good condition	3,000	15.12
Brick or concrete road	5,000	9.08

From this table it will readily be seen how much bad roads are costing the farmers of Canada.

The farmer served by poor roads is forced to market his crops, not when prices are highest, but when the roads are passable. Moreover, the high cost of haulage imposes a heavy additional handicap in competition.

Good roads not only enhance the value of land bordering on them, by rendering markets more accessible, but also benefit the markets themselves through extension of the radius of supply.

Value of Fox Skins

War Conditions have Greatly Reduced Prices of More Expensive Furs

At the sale of fur skins held by Messrs. C. M. Lampton & Co., of 64 Queen street, E.C., London, in June last, the following prices were realized (assuming the pound sterling to be equivalent to \$5.00) for fox pelts.

Black	.....	\$350.00
Extra dark (i.e., nearly all black with a few silver hairs on the rump)	.....	500.00
Dark (i.e., black half way and silver half way)	.....	550.00
Silver (black neck, rest silver)	.....	375.00
Pale (fox all over)	.....	325.00
Silver skins of somewhat inferior quality realized:—		
Black	.....	\$240.00
Extra dark	.....	350.00
Dark	.....	400.00
Silver	.....	225.00
Pale	.....	200.00
Fox skins taken out of season and low in the fur realized:—		
Extra dark	.....	\$ 75.00
Dark	.....	125.00
Silver	.....	50.00
Pale	.....	35.00
Fox, cross, full furred:		
Good colours	.....	28.75
Pale	.....	17.50
Taken out of season and low in fur:		
Good colours	.....	12.50
Pale	.....	8.75
Taken out of season but very poor. (Approx.)	.....	5.00

A few special extra dark coloured skins, approaching silver fox, realized \$70.00.

Messrs. Lampton & Co. advise that it is exceedingly difficult to establish values of pelts without first seeing the skins, as these vary so much in colour, quality, condition and size, and it is upon these qualifications that the value of skins depends.

The above prices, it must be understood, were secured in June last. Owing to the war, however, values of all furs have declined considerably, especially the better class of furs, such as silver and cross fox.

Canadian railways are taking a constantly increasing interest in forest fire prevention along their lines. Both the Grand Trunk and the Canadian Pacific railways have provided public notices in smoking compartments, warning against the throwing of lighted matches, cigarettes and cigars from the train. The Canadian Pacific has printed fire warnings on the menu cards. The Canadian Pacific, Canadian Northern and Algoma Central railways print fire prevention matter in their advertising literature, particularly in the circulars intended for campers, tourists, etc. A large percentage of the fire loss is preventable, and there is a steady increasing realization of the fact that most of the loss can be avoided through the creation of an intelligent public sentiment along this line.—C. L.

SAFETY ON I. C. RAILWAY

The Safety First Committee on the Government railway has issued a report of its work for its first year, which shows the following results: Unsafe conditions reported on, 2,007; unsafe practices discontinued, 889; number of employees killed, in 1913, 19; in 1914, 7; number of employees injured in 1913, 695; in 1914, 523.

It is results such as these which impress upon the employees the value of taking care. It is better to be safe than sorry.

Town planning is often begun at the wrong end, i. e., the Civic Centre—hence the frequent assumption that it relates solely to the æsthetic side of city life. The Civic Centre is the coping stone of the city structure, of which the foundation is the healthy home and the efficient workshop. The town plan should be built with due regard to the above order.