

be taken out of this crop. To put it roughly, however, \$300 ought to be netted from an acre of strawberries.

THE GOOSEBERRY

The gooseberry is a very good crop to grow. Wet weather will not spoil it and it will ship long distances. The gooseberry likes a good rich soil. Perhaps not quite as much money can be made from this crop as from strawberry crop, but the cost of growing it is less. If we could overcome the mildew there would be good money in growing some of the English varieties. To mention the names of the different varieties of gooseberries would occupy too much space.

THE RASPBERRY

For raspberries, it pays to prepare the ground well and to get nice thrifty young canes for a new plantation. Plant seven feet between the rows and have the hills four feet apart in the row. Raspberry canes should be planted early in the spring. Keep the cultivator going the first season so as to get a good growth. It will be the third year before you can expect much of a crop. When planting out new canes, cut them off to within eight or ten inches of the ground. Leave just enough to see the rows in cultivating.

For pruning raspberries, the usual plan adopted by our growers is to set posts about 20 feet apart in rows. Nail a cross piece to each post then string a wire on either side of the row of canes. This appears to be the cheapest and most



Sugar House of Marcus Lee, Wentworth Co., Ont.

Mr. Lee has been making maple syrup for 30 years. He is a firm believer in modern equipment. Note that his sugar house is so constructed that the sap can be placed in the storage tank from which it will run by gravity to the evaporator.

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effective way of keeping the canes in place. The Cuthbert is our standard variety. The Marlboro is a fine berry but seems tender. The canes have a tendency to winter-kill. In plowing, the raspberry plantation go very shallow and not too close to the canes. Keep the ground as level as possible. Perhaps there is not quite so much money in the raspberry crop as the strawberry. A raspberry plantation should be productive for about 12 years, if properly looked after. We should have to renew the strawberries quite a number of times during the 12 years. Perhaps when everything was considered, the raspberry would make as much money as the strawberry.

THE LOGANBERRY

This is a comparatively new berry, a cross between the raspberry and blackberry. It fruits about the same time as the raspberry. It is, certainly a choice cooking and preserving berry. The canes are a little tender and need winter protection.

THE BLACKBERRY

In season, the blackberry comes about the last of the berries. It is fine fruit and can be made profitable if handled rightly. In planting, prepare the ground and plant about the same as for raspberries. There is some money to be made from the blackberry crop, but not quite so much as we sometimes read and hear.

IS THERE A LIMIT TO THE EXPENSE OF THE RURAL SERVICE

The Ninth of a Series of Articles Written by an Editorial Representative of this Paper, who Recently Visited the United States, with the Object of Studying the Free Rural Mail Delivery System.

DURING the fiscal year ending June 30, 1907, the work of improving the rural delivery service in the United States was continued energetically. Some routes on which the required amount of mail was not being handled were discontinued. Several hundred were rearranged and consolidated with others. Tri-weekly service was substituted on some routes for daily service. The savings in expense thus effected on the year's appropriation was \$272,000.

IMPROVEMENTS CONTINUED IN 1907

In the last annual report of Fourth Assistant Postmaster General F. V. De Graw, the work that was accomplished during 1907 in improving the service is thus described:

"The inspection of the service during the past year, particularly of those routes where there was an apparent lack of patronage, has resulted in a marked increase in patronage throughout the entire service. In cases where the amount of mail handled was such as not to warrant the maintenance of daily service, the frequency of service has been reduced to tri-weekly. Where there was a very small patronage, and it was practicable to readjust other routes so as to cover the territory, readjustment has been made and the unnecessary routes discontinued. Where it has been found necessary to reduce the frequency of delivery from daily to tri-weekly, this action has been accomplished by assurance that daily delivery would be restored as soon as the increase of patronage would warrant it. Of the 233 routes on which tri-weekly service was in operation June 30, 1906, the amount of mail handled increased on 66 so as to justify establishment of daily delivery.

REDUCED THE SERVICE

"During the past fiscal year the frequency of delivery has been reduced to tri-weekly on 384 routes, but on 33 of these daily service has been restored because of increased patronage. The number of routes established during the past fiscal year with tri-weekly service was 183, making a total of 684 tri-weekly routes in operation on June 30, 1907. Since June 30, 1907, the frequency of delivery has been reduced to tri-weekly on 52 routes, and increased from tri-weekly to daily on 51 routes.

"Of the 346 routes discontinued during the fiscal year on account of lack of patronage the patrons of 307 have been satisfactorily provided with rural delivery by the rearrangement of other routes. Eighteen routes were discontinued because of failure to secure a carrier, but 14 of these have since been re-established. Incident to the inspection of existing rural service and the establishment of additional rural delivery, 3,076 post-offices have been discontinued, and their patrons are being served by rural carriers."

REGULATIONS BEING ENFORCED

The greatly increased number of routes that were reduced during 1907 from a daily to a tri-weekly service, shows that the Post Office Department is making a determined effort to enforce its regulations. This is further proven by the large number of post offices that have been discontinued as a result of the more rigid inspection of the service that has been made during the last few years. From this it will be seen that it is not fair to judge the success of the service by the mistakes that were made during the first few years after its inception.

The foregoing statements by the Fourth Assistant Postmaster General of the United

States indicate that the post office department at Washington now has the service well in hand. They show that the department is not being forced to establish the service where over the politicians and the people demand and that the service is discontinued or curtailed in spite of the politicians and of the people if the department finds that it is not being patronized sufficiently.

IS THERE A LIMIT OF EXPENSE?

Possibly the strongest argument that has been advanced against the introduction of rural delivery in Canada has been the rapid and tremendous increase in the cost of the service. It has been shown that this expense has increased by millions of dollars a year. We have been told that only a small proportion of the farmers in the United States have yet secured free rural delivery and that by the time the service has become general the expenditure will be so enormous that the service may have to be discontinued. What are the facts?

SERVICE NEARLY COMPLETE

In the first place, the service now is almost universal. It exists in every State of the Union. It is estimated by the post office department that five-sixths of the territory, suitable for rural delivery, now has the service. In other words, the future increase in the cost of the service is likely to be slight compared with what it has been in the past. As sparsely settled sections become more thickly populated, the service will be extended to them. Other than this there is not likely to be any further great extension of the service.

APPLICATIONS FALLING OFF

Evidence that the service has now become general is furnished by the fact that during the past two years the number of petitions received for the establishment of new routes has shown a great decrease. During the first years of the service the number of applications received each year showed a steady increase. The climax in the development of the service was reached in the year 1904 when the service was installed on 9,447 new routes. At that time the average number of petitions filed was 700 a month. Since then the decrease in the number of petitions received has been rapid.

During the fiscal year ending June 30, 1906, the number of petitions filed was only 4,687, a monthly average of 390, or a decrease of almost fifty per cent. in two years.

During the fiscal year ending June 30, 1907, the decline in the number of requests for new service was even more marked. Only 3,354 petitions were received, or 2,133 less than in the previous year and 6,803 less than in the year 1904. In other words, only about one quarter as many petitions were received last year as were received three years ago.

REASONS FOR INCREASED EXPENSE

The great increase in the cost of rural delivery has been due to other causes besides the establishment of new routes. One of the principal of these has been several increases in the pay of the rural carriers.

In the early days of the service the carriers were paid from \$200 to \$500 a year. In 1902, the maximum salary paid was increased to \$600 a year. The following year this limit was increased to \$750 a year. It is now \$900 a year. Thus, during the past few years, the average pay of the carriers has been increased about \$400 a year. Last year there were 37,728 carriers employed. The increase in their salaries, therefore, amounts alone to about \$14,000,000 a year.