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Al Dobie.

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### SYNOPSIS OF CANADIAN NORTH-WEST LAND REGULATIONS.

Any person who is the sole head of a family or Any person who is the sole head of a family or any male over 18 years old, may homestead a quarter-section of available Dominion land in Manitoba, Saskatchewan or Alberta. The applicant must appear in person at the Dominion Lands Agency or 3 ub-Agency for the district. Entry by proxy may be madeatany agency, on certain conditions, by a ther, mother, son, daughter, brother or sister of intending homestagder. orsister of intending homesteader.

Duties-Six months' residence upon and cultiva-Duties—Six months residence upon and cultivation of the land in sach of three years. A homesteader may live within nine miles of his homestead on a farm of at least 80 acres solely owned and occupied by him or by his ather, mother, son, daughter, brother or sister.

In certain districts a homesteader in good standing may pre-empt a quarter-section alongside his homestead. Price \$3.00 per acre. Duties—Must reside six months in each of six years from date of homestead entry (including the time required to earn homestead patent) and cultivate fifty acres

A homesteader who has exhausted his homestead right and cannot obtain a pre-emption may enter for a purchased homestead in certain districts. Price \$3.00 per acre. Duties—Must reside six months in each of three years, cultivate fifty acres and erect a house worth \$300.00.

WW. CORY

W. W. CORY

Deputy of the Minister of the Interior.

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piled and allowed to heat a second time, tne object being to get the whole mass into a uniform degree of fermentation, and as soon as this is accomplished it is fit for use.

Sash.—Some gardeners use sash made especially for hotbeds, and glazed with small lights cut from odds and ends, and so furnished at very low rates. Such sash can usually be procured in any of our large cities, and costs much less than if made to order. For garden use, however, we much prefer a smaller sash that can be easily handled, and the use of larger and better glass. We recommend that for home gardens the sash be about  $2\frac{1}{2}$  by 4 or 5 feet, and that the glass be not less than 10 by 14, laid with not more than 1/4 inch lap. In giving the order to one unaccustomed to the work, it would be well to state what they are to be used for, and that they need to be made like skylight sash.

The Frame.—This may be made of sound 1-inch lumber, the back 12 to 14 inches high, the front 10 to 12. It should be well fitted to the sash, so as to leave as little opening as possible, and yet allow the sash to be easily moved up and down, even when the frame is quite wet.

The Soil.—This should be light, rich, friable. Any considerable amount of clay in it is very objectionable. If possible, it should be unfrozen when put into the bed; for this reason it is much better to prepare it the fall before, and cover the pile with enough coarse manure or

may do. Laws against leaving camp fires burning are already on the statute books, but it is quite evident that their observance rests mainly with the tourist himself. He must be impressed with the very serious nature of his offence. If a man sets fire to a building, he is convicted of arson and sent to prison as a felon, but if his unextinguished camp fire burns down millions of dollars' worth of timber, and perhaps destroys human life as well, he is, at best, made to pay a small fine. When public opinion views this carelessness of the camper as a criminal act, and frowns upon him accordingly, considerable progress will have been made in lessening the number of forest fires from this cause.

But it is the railways that spread the most destruction. Traversing as they do the great lone stretches of uninhabited timber areas, the sparks from their locomotives start numerous fires that gain great headway before being detected. Too often the right-of-way, piled thick with inflammable rubbish, furnishes a tinder-box for these conflagrations. The owner of destroyed property along the line has found it almost impossible, under the present laws, to get damages from the railway company, so difficult is it to fix the responsibility and so expensive is the process of litigation. In order to lessen the number of fires due to this cause, the Committee on Forests of the Commission of Conservastraw to keep out the frost.—Extracts | tion has proposed to make the railways



from a pamphlet issued by the Wm. pecuniarily responsible. It has recom-Rennie Co., Ltd., Seedsmen. Making the mended that there be added to the Railbed and management will be dealt with in later issues.

#### Forest Fires.—A National Menace.

During the past summer forest fires have been devouring the growth of centuries with ruthless rapacity. Northern Ontario, Manitoba and British Columbia have suffered most. Fine tracts of merchantable timber, worth millions of dollars, have been destroyed; square mile upon square mile of young growth, coming on to supply the demands of the future, has been wiped out of existence. In Northern Ontario, where but a thin layer of vegetable mould covers the rocks, the soft, oozy forest floor, the only hope of vegetation and equable stream flow, has been completely destroyed, leaving a cheerless rocky waste for generations to come. Even if no thought be given to the number of lives lost, it must be admitted that the loss occasioned this year by forest fires has been nothing short of appalling.

Can nothing be done, then, to prevent this loss? The answer is that much can be done. The solution of the problem is indicated in two words--public sentiment. The two principal causes of forest fires are campers and railways, and public opinion must be brought to bear upon these. The tourist-camper does not at all realize the extent of the damage which his unextinguished camp fire

way Act a clause making them liable to a fine of \$1,000 recoverable by summary prosecution before a stipendiary magistrate or two justices of the peace, for every fire started by sparks from their locomotives. It makes no difference whether the fire begins outside the right-of-way or spreads therefrom to adjoining land. The railways are exempt from this fine if they can show that they have the best modern appliances on their locomotives to prevent the emission of sparks, that their employees have not shown negligence in conducing to the starting of the fire, and that they have maintained an efficient and properly equipped staff of fire-rangers. In other words, the Committee proposes to lessen the number of fires caused by sparks from locomotives by having the railways fined for the damage they do, unless they take every possible precaution to prevent such damage. This is obviously a fair recommendation as regards both the railways and the public, and the effort to have it made law is worthy of public support. Every Canadian is deeply interested in the protection of our forests: for each forest fire means that he and his children will have to pay higher prices for every foot of lumber they use. Such a measure for the preservation of our forests as that recommended by the Committee on Forests of the Commission of Conservation, should, therefore, commend itself to every public-spirited citizen and newspaper in



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