

from 3.2 to 3.4 per cent. The solids not fat for five days varied from 8.5 to 8.7 per cent and for 26 days, from 8.2 to 8.4 per cent.

During 6 days of October, the butter fat varied from 3.5 to 3.8 per cent, and for seven days, from 3.2 to 3.4 per cent. The solids not fat during these 13 days varied from 8.1 to 8.3 per cent.

Only four breeds entered this test. Had a herd of Ayrshires been entered, we feel confident that the fat tests would have been about the same as the Shorthorn or Brown Swiss herds.

These cows are kept under the most favorable conditions, had the best of feed and yet did not nearly come up to the standard in fat and solids not fat that would be required in our cities.

TEST AT QUEBEC CREAMERIES

This second table is compiled from reports from two creameries in this section. Taking the ten first herds on the list as a fair sample we find the following was the average test of fat for the month:

FACTORY NO. 1							
No. of Patrons	March and April	May	June	July	August		
1	3.40	3.60	3.7	3.7	3.8		
2	3.2	3.40	3.6	3.3	3.8		
3	3.2	3.5	3.6	3.6	3.7		
4	3.2	3.5	3.5	3.6	3.7		
5	3.2	3.3	3.6	3.5	3.6		
6	3.1	3.2	3.3	3.5	3.7		
7	3.4	3.6	3.5	3.6	3.7		
8	3.3	3.5	3.6	3.5	3.6		
9	3.2	3.5	3.6	3.6	3.8		

FACTORY NO. 2									
No. of Patrons	April	May	June	July	August	Sept.	October		
1	3.3	3.3	3.6	3.5	3.5	3.7	4.0		
2	3.4	3.2	3.6	3.6	3.5	3.8	3.9		
3	3.4	3.4	3.5	3.5	3.6	3.8	4.1		
4	3.2	3.3	3.4	3.4	3.6	3.7	4.2		
5	3.2	3.3	3.6	3.5	3.4	3.8	4.1		
6	3.1	3.3	3.4	3.4	3.4	3.6	3.7		
7	3.4	3.2	3.4	3.4	3.5	3.8	3.9		
8	3.3	3.1	3.5	3.3	3.5	3.6	3.9		
9	3.2	3.2	3.3	3.4	3.5	3.7	3.9		
10	3.0	3.2	3.4	3.4	3.5	3.6	3.8		

WOULD NOT BE SAFE

The foregoing tables prove that at stated seasons it would not be safe for producers to guarantee milk over 3.15 per cent. butter fat and 8 per cent. solids not fat. If they did, they might leave themselves open for conviction under the law for tampering with milk.

Much of the milk that goes into our cities is not good. In fact, it is not fit for food, but the supply is not going to be improved by adopting rules for producers with which they are unable to comply and which the cities cannot enforce. Legislators had better go slowly in this respect. A few simple rules that can be carried out are better than a number of impossible conditions thrust upon the producer.

The cities need milk and must have it. They can obtain milk of average quality, if they will entrust the task of inspection to men who are guided by common sense and who know the conditions that prevail in the country. Such a system of inspection would do more to cut off inferior milk and improve the city supply than all the drastic regulations they can adopt. Let these inspectors exercise careful supervision, give them authority to issue permits to ship milk to our cities only to those whose premises and herds they approve of. A favorable change would then result.

As for faddists who want nothing short of ideal milk and draw up exasperating rules to govern the supply, our cities would do well to leave them alone. Such men derange the whole milk supply and raise prices to a point beyond the reach of the poor without giving an equivalent benefit.

THE RURAL DELIVERY SERVICE IS BEING IMPROVED

The Eighth 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.

OUR Canadian post office officials have been severely criticised for not having introduced free rural delivery in Canada before this. Instead of being found fault with, they deserve to be praised. By refusing to be stampeded into making a complete change in their methods of handling mail in country districts, and adopting a system that was still largely in its experimental stage in the United States, they have saved this country hundreds of thousands of dollars. They have removed, also, all fear of the service, when it is introduced, being crippled, and its effectiveness impaired, by being started under undesirable conditions that later would be difficult of improvement.

Mistakes are costly. Had Canada introduced free rural delivery three or four years ago she would have repeated many of the mistakes that were made in connection with the introduction of the service in the United States. Through the wise action of our Canadian post office officials, in refusing to give way to the demand for the establishment of the service in Canada, the service, when it is introduced, need be started under only the most favorable conditions.

COSTLY MISTAKES WERE MADE

The great expense of the service in the United States has been due, in a large measure, to the costly mistakes that were made in connection with the introduction of the service. The demand for the establishment of new routes was so tremendous, during the first six or eight years of the service, the post office department was utterly unable to handle the work in an efficient manner. It was not until several years after the service had been started that the post office officials defined the conditions upon which the service should be granted. These conditions have been amended repeatedly. Of late, however, they have been so perfected that during the past three years, little or no change has been made in them. The service still, however, is suffering from the mistakes that were made at the outset. For that reason it is costing much more than would be the case had all the existing routes been established upon the conditions now required.

IMPROVEMENTS BEING MADE

During the past three years the service has been vastly improved. The United States Post Office Department, now, has the service well in hand and is improving it rapidly. Some of the mistakes that have been made, as well as the improvements that are being effected, are mentioned in the annual report of Fourth Assistant Postmaster General P. V. De Graw for the fiscal year ending June 30, 1906, makes interesting reading.

INSPECTION OF EXISTING SERVICE

The following paragraphs are taken from the report for 1906:

"Carrying out the purpose expressed in the last annual report of this office, a system of inspection of the rural-delivery service has been instituted with a view to bringing it up to a reasonable standard of efficiency, eliminating unnecessary duplication of service on roads traversed by star-route service, and ascertaining the causes of lack of patronage where found and, if possible, applying a remedy.

"In all cases where the patronage of post-offices is believed to be adequately served by rural delivery, recommendations for their discontinuance have been submitted to the First Assistant Postmaster-General; where the patronage of a route

is not deemed sufficient to warrant daily delivery tri-weekly service is substituted, reducing the cost of the service, and where tri-weekly service is not justified the route is discontinued. In carrying out this policy every effort is made to continue the service to the patrons who have used it. Out of 36,766 routes in operation June 30, 1906, tri-weekly service was being rendered on 233, only 45 of which had been reduced from daily delivery because of lack of patronage, the remainder having been inaugurated with tri-weekly service in sections where the population did not require daily deliveries.

BENEFICIAL RESULTS

"The net results of this inspection are the extension of the service to a great number of people by a readjustment of existing routes, and an increased interest in the benefits of rural delivery on the part of people already accessible to the service, as well as an added volume to the amount of mail handled. For instance, by a re-adjustment of service in one county where the average length of routes fell below the general average in the State, and the average number of families patronizing the service was much less than the required number, equally as satisfactory service was arranged with 10 less routes, effecting an annual saving of \$7,300, in the cost of rural service in that county alone.

CONDITIONS NECESSARY TO ESTABLISHMENT

"The requirements for the establishment of rural delivery have been the same as for the two preceding fiscal years, except that since December 1, 1905, it is required, before service is installed, that the postmaster at the distributing office certify that not less than three-fourths of the possible patrons have provided for mail boxes conforming to the regulations. The initial step in securing the inauguration of rural delivery service is the filing of a petition for such service.

"Formerly it was the practice of the Department to accept petitions for investigation as to the advisability of instituting the service without any preliminary inquiry as to whether the petitioners accepted were residents along proposed routes. Thus petitions were accepted, investigated, and in many instances routes were established where there was no general desire for rural delivery, the petitions having been circulated by persons whose sole object was to secure positions as carriers, or in the case of some fourth-class postmasters to increase their compensation, and signed by anyone willing to sign, regardless of whether he resided where he could patronize the service. Inquiry is now made through postmasters as to whether petitioners are heads of families or householders actually residing along the proposed route of delivery, and if so, it is presumed they have petitioned in good faith for the service. After a petition is accepted, an inspector visits the locality, and if the conditions are favorable, lays out the route to be travelled in the delivery of mail."

The work of improving the service was continued with still greater vigor during the fiscal year ending June 30, 1907. Mention of the improvements accomplished during 1907 will be made in our next issue.—H. B. C.

Lockhart says, "Good farming consists in taking large crops from the soil and leaving it in better condition for succeeding crops." This is the essence of good farming, and can be done only by an intelligent system of crop-rotation.