

Railway Assists in Protecting Forests

Text of Order to Section Foremen in Quebec

A circular of instructions issued by the Roadmaster of the Canadian Northern railway at Quebec to section foremen between Quebec, La Tuque and Chicoutimi, illustrates well the modern co-operative attitude of railway companies in forest protection work. Experience has shown that it is to the advantage of the railways to co-operate closely with the forest protective associations, and with the provincial and Dominion forest services in this work and that excellent results are secured in this way in reducing the forest fire losses. The circular in question is as follows:

Quebec, May 17th, 1918

Circular No. 20

ALL SECTION FOREMEN:

In case of fire I want you to assist the fire rangers when called upon.

According to an arrangement between this company and the heads of the St. Maurice and Laurentian Forest Protective Associations in connection with the fire patrol and care of fires in every respect, you will arrange to co-operate with these people by all possible means, therefore, should the fire ranger happen to call upon you for assistance, do everything possible to give him what assistance you can and as *quickly as you can*, because, by acting promptly, fires are often controlled before any material damage is done.

It has also been arranged with fire rangers in certain districts to assist the section foremen in burning grass, old ties, etc., this with a view of showing sectionmen the proper methods of doing this work, and as you are aware many times when foremen undertake to burn the right-of-way, they do not always take all the necessary precautions to look after the fire and in many cases this involves a lot of extra work, due to carelessness in burning the right-of-way.

The object in co-operating with the men employed by the associations named above, is to learn the best methods and obtain the best results, as well as eliminating a lot of trouble. Therefore, I trust you will give all necessary assistance when called upon and be governed by their instructions with regard to fires in the future. As these people are desirous of assisting us in our work we should also be anxious to assist them in carrying out their part.

H. B. CASSIDY,
Roadmaster.

Oxford county, Ontario, produced eight and a quarter million pounds of cheese in 1917 as compared with ten and a half million in 1910. The county also has five milk factories of fairly recent establishment.

The Ontario Railway and Municipal Board has issued an order limiting the use of natural gas. No consumer may use more than 5,000,000 cu. ft. a year.

Laughed at for 20 Miles

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his place that he had quite a snug sum in the bank.

"When we took up farming, all the neighbours watched everything we did, and many of them thought we were crazy. Now those are the ones who come over to see how we are doing things. When some of the neighbours would drop in at the week-end and see my wife and myself entering up our farm accounts, they went away and joked about it for 20 miles around. But at the end of last year when I could stand up and tell them what the farm had cost, what we got back, and our net profit, they became interested, and now some of them are keeping close tab on their incomes and expenditures.

"On the other hand, there are farmers—and they are the most successful ones—who keep accounts as they should. If farming is run as a business, it should be run in a business-like way. But you've got to show farmers that it is to their advantage to keep accounts. They've got to be shown that they can't keep accounts in their heads. They may say that they haven't time to keep books; but if they would only start, they would find that it takes only about half an hour a week to itemize the memos made during the week.

"They also should keep track of their living expenses. For instance, if we take half a dozen eggs for a meal, they are charged against household expenses. If we dig up a peck of potatoes, they are charged up; if we cut ten cents' worth of lettuce, it is charged up. Farmers would think that was foolish, and perhaps it is for a farmer; but we do it in order to see how much cheaper it is to live in the country than in the city; for we live in Toronto during the winter.

"Another thing every farmer should do is to have a plan of his farm, showing every field—not necessarily an elaborate blue-print, but a rough sketch. He then can sit down and can plan his crops for four or five years ahead, marking each field on his diagram with the crop to be grown each year."

What Co-operation Did

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This includes the long-term elementary schools, circulating schools, travelling experts, school and state bulletins, farmers' clubs, educational camp meetings and the University of Copenhagen. There are now 70 high schools and 29 agricultural colleges in Denmark and old as well as young people attend them—the former for periods of a week or two at a time for the purpose of studying social problems and kindred subjects as they appear in other countries all over the world. After completing the high school and agricultural college courses students enter the University of Copenhagen. There they come to understand the complexity of modern business and to regard agriculture not only as a science of production, but as a system of distribution.

The success of rural co-operation depends in a very large measure upon the terms and conditions of land

tenure. Co-operation cannot well succeed in a country where tenancy predominates. In Denmark, legislation has been in operation for a number of years providing for the acquisition of land upon 50-year loans at four per cent. At this rate, a labourer who has one-tenth the purchase price of a parcel of land can borrow the other nine-tenths, either from a state bank, or from one of the 536 co-operative savings banks. There are approximately 240,000 farms in Denmark, averaging a little over 40 acres each, and varying in size from 1½ acres to 150 acres, not including a few large estates. Thus it will be seen that land is not so evenly distributed as to destroy personal initiative, one of the dangers pointed out by the opponents of co-operation. On the contrary, co-operation in Denmark has encouraged personal initiative and, in doing so, has checked the evils of individualism, a most important and beneficent result.

Agricultural co-operation began in Denmark in 1882 when the first co-operative creamery was established. Practically all the milk produced is now handled by the hundreds of co-operative dairies. These, with the aid of co-testing associations have made Denmark one of the leading dairy countries of the world. Danish butter has, for a generation at least, commanded a premium on the British market. Then, too, co-operative bacon-curing and egg-export societies have developed the pork and poultry industries respectively in splendid fashion.

Co-incident with the growth of co-operative marketing there has developed co-operative wholesale purchasing of such commodities as seeds, fertilizers, machinery, and, in fact, every necessity for the operation and upkeep of the farm. In 1908, the central wholesale agency transacted a business valued at \$17,500,000.—*Abstract from Circular No. 259, Illinois Department of Agriculture.*

WINNIPEG REDUCES FIRES

In its recently published report on *Fire Waste in Canada*, the Commission of Conservation states that over seventy per cent of the fires occurring in the Dominion might be avoided by greater carefulness on the part of property owners. This conclusion is strikingly substantiated by a recent experience in the city of Winnipeg. For two weeks the Fire Department was on strike and the Citizens Committee of One Hundred in every-visibility urged the exercise of extra vigilance by the occupants of property. As a result, there were only 56 fire calls and 17 actual fires, as compared with 127 alarms received during the corresponding two weeks of 1917. The prohibition of fireworks on Victoria Day was largely responsible for the fact that no alarm for fire was received on that day. This experience should prove instructive to every city and town in Canada.—*J. G. S.*

In New Zealand, where particular attention is given to child conservation, the infant death rate has been steadily lowered, and for some years past has approximated 50 per thousand.

Factors in Production

9. Parcel Post Marketing

Marketing is an important, and is often neglected, factor in production. Unless the producer can place his commodity in the hands of the consumer to the satisfaction of both parties in the transaction, production is sure to decline. Further, it is desirable for the producer to seek out the market that will yield him the best returns, not only for individual sales but for a series of transactions covering as long a period as possible.

In the marketing of farm products these elemental phases of trade are frequently neglected. Many farmers are willing to accept what the local store or market is willing to offer for their produce. In such transactions it is seldom that an adequate allowance is made for quality and for the reason the practice tends to stultify any effects at improving the product. In the past, distance from good markets, bad roads and poor accommodation generally, as well as lack of co-operation; have made it difficult, if not impossible, for farmers to do other than turn their products over to a line of middlemen. This resulted in the producer receiving minimum prices while the consumer frequently paid unnecessarily high ones. Where it can be applied, co-operative marketing tends to overcome these defects. Frequently, this is not possible and in such cases, if the individual producer has not already a fairly satisfactory market, he will find it greatly to his advantage to seek out new ones. For this purpose the parcel post should prove of great assistance. At first it may only be possible for the farmer to deal with friends or relatives in the nearer cities. But gradually, by means of satisfactory service and judicious advertising, markets may be readily extended. Farmers have neglected advertising too long.

The parcel post regulations in Canada permit the shipment of almost every variety of farm produce, if packed according to directions, which can be obtained from any post office. Parcels are limited in weight to eleven pounds, so that such bulky products as potatoes can hardly be marketed to advantage in that manner. But butter, eggs, honey, meats, chickens, many kinds of garden truck and fruit can be shipped by parcel post satisfactorily.

Housewives appreciate farm produce which they know to be fresh and the parcel post offers a means of direct dealing between producer and consumer with profit to both. Of course, the produce sold directly by the producer to the consumer will probably always be a comparatively small percentage of the total food supply, but the parcel post system is rapidly growing in favour in the United States and is well worth a serious trial in Canada.—*A. D.*

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