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Helping to Relieve The Coal Situation

How Consumers May Assist in Preventing Coal Shortage Next Winter

Prior to the war, coal production usually exceeded consumption. Consequently, considerable reserves were built up at strategic shipping points to meet local, current demands. But the more or less acute fuel situation of the past two winters has witnessed the consumption of these reserves. No one speaks of building them up again until the war is over, when transportation, industrial and labour conditions will have returned to normal. All that the fuel authorities expect of the mines is to produce a year's supply in twelve months. It, therefore, follows that all orders for even 70 per cent of each consumer's annual supply cannot be filled at once, so early in the season. Early orders will naturally receive preference however, as well as tending to prevent congestion in transportation.

During the spring, the output of the mines in the United States was not increasing. This has been steadily increasing, however, and there is reasonable grounds for hoping that the supply, for household purposes at the rate, may be sufficient for the demand. Of course in war-time there may happen over which even governments have no complete control, which may cause at least a partial falling off in production, or difficulties in getting coal distributed.

Prices too, may be reasonably expected to be higher than in former years, as in the case of practically all other indispensable commodities.

For these reasons, therefore, if for no other, consumers should obtain their supplies, such as soft coal, wood, etc., to as great an extent as possible. At the same time, efforts should be made to cut down actual requirements of fuel to a minimum. This is quite needless in many instances where whole houses to be heated throughout the winter. By comparatively inexpensive changes in plumbing during the summer, rooms that are little used or unused during the winter months, could have their heating appliances arranged so as to be turned on or off at will. Or, if this be not feasible, radiators in sun rooms and unused attics could be carefully wrapped so as to conserve heat, while preventing freezing of the radiators. By such reasonable precautions the desire to criticize the heads of the Fuel Boards next winter may largely vanish.

—A. D.

Was Laughed at For Twenty Miles Around

City Man Going on Farm was Ridiculed for Keeping Books. Scoffers Were Converted

"Few farmers can tell at the end of a year exactly where they stand financially," said a city man who had recently purchased a farm, in referring appreciatively to the Farmer's Account Book recently issued by the Commission of Conservation. "I think I looked at fifty farms in all parts of Ontario within 100 miles of Toronto. The first question I asked every man who wanted to sell his farm was, 'How much do you make off your farm every year?' and I don't think there were a dozen who could tell. Probably that was the reason many of them wanted to sell. I asked the man who owned the farm I bought, and he replied that he had made all the money he had in the bank. That wasn't much information; but I found out before buying

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What Co-operation Did in Denmark

Nine-Tenths of Farmers Own Their Own Land

Denmark is a little more than one-half the size of New Brunswick. At one time much of it was a bleak waste of sand dunes. Only the eastern portion of the mainland and the neighbouring islands were considered fit for agriculture. In addition, the country was impoverished by the Napoleonic wars and by the robbery of the province of Schleswig-Holstein by Germany in 1866. Yet, to-day, Denmark in proportion to its population, is the wealthiest country in Europe. It is essentially an agricultural country and poverty is very rare. Owing to the excellent system of land tenure, 89 per cent of the families own their own farms and houses.

One of the chief reasons for Denmark's phenomenal prosperity is to be found in the system of education.

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Machinery Used To Fight Forest Fires

Railways and Protective Associations Use Tank Cars and Portable Outfits

Mechanical equipment has demonstrated its value in controlling forest fires and its use is rapidly increasing, now that labour is scarce and it is often difficult to assemble men promptly to prevent a fire spreading. The upper illustration shows a fire-fighting tank car, equipped with 4,000 ft. of 2½-in. hose, hose rack and pump, maintained by the Canadian Pacific railway for the control of fires along its lines in the Muskoka district, Ontario. The

lower illustration shows the equipment in actual use at a fire in cut-over forest lands, where the debris on the ground constitutes a source of great fire danger.

Tank cars and pumping outfits are also in use, to a limited extent, on portions of the Grand Trunk, Transcontinental and Timiskaming and Northern Ontario railways, and have thoroughly demonstrated their effectiveness. Portable pumping outfits for forest protection purposes, are used by the Dominion Parks Branch, Dominion Forestry Branch, British Columbia Forestry Branch, Ontario Forestry Branch, Canadian Pacific Railway Forestry Branch, and by the St.



Maurice, Ottawa River, Laurentide and Southern St. Lawrence Forest Protective Associations.—C. L. Cut No. 174

Points to Observe in Buying Fillets of Fish

Housewives Should be Able to Distinguish Between Good and Bad Fillets

Bad fish may be a very dangerous food and has the faculty of producing a complete knockout, of sometimes several days' duration. In these days, when the cost of living is high, housewives are looking for meat that will be inexpensive, and naturally think of fish, because of the comparative cheapness of this article. But what may appear cheap and good may prove to be very expensive if sickness be the result.

Because of the absence of bone and skin, fillets are easy to prepare for the table. It is not very difficult to tell if a whole fish is fresh, but when cut into fillets it becomes much harder. Fillets are frequently cut from fish that have been dead from ten to fourteen days, that is, from fish left over when all shipping orders have been filled. These fillets are then soaked in anaesthetics for a long time to take away the bad smell, which gives that yellow colour which is supposed to be due to "smoke".

To tell the difference between a fresh and stale fillet of fish is very simple. Fillets from fresh fish may sometimes appear "sweaty," that is, moist on the surface. They are, however, always firm to the touch, are not easy to break, and will leave the fingers clean. Those taken from stale fish, on the contrary, are always soft, easy to break, and when handled will leave the fingers sticky. Take a small piece between the finger and thumb and if it leaves a sticky feeling, that fish is not good. Then, if there is the least sign of a green-coloured streak, it is a sure sign that the fish was either stale when cut into fillets or had since been kept too long. This variety of fish will keep for only a few days when put up under the best conditions, and, if exposed to air in a warm place, will quickly develop small white maggots.—Toronto Health Bulletin.

Conservation necessarily means more public ownership, more public business; this means a demand for better government; and this means giving men a real career in the public service.—Richard T. Ely.

Community canning clubs have been formed in Victoria, B.C., and Brantford, Ont.