

Conservation

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Timely Hints for Harvesting Roots

Mangels

As mangels and sugar mangels grow much above ground, they are more exposed to frost than other roots. Pulling should therefore begin about October 15th. The best practice is to pull by hand, then breaking the tops off with a sudden jerk. For convenience in loading, throw four rows together, making one long leap.

Another plan of harvesting mangels, which is coming in to general use now that labour is scarce, is topping with a very sharp hoe, then harrowing out the mangels with common iron harrows, two strokes in opposite directions being usually sufficient. It may be thought that harrowing will break and injure the roots. No doubt there may be a few broken off, and some scratches from the harrow teeth, but such wounds heal very quickly and no decay has been noticed from this source. When no frost threatens, mangels should be kept on the ground 24 hours before loading.

Sugar Beets and Carrots

These are more difficult to harvest, owing to their long underground roots. It is best to run a sub-soil plough along one side of the row, loosening and cutting off some of the strong fibrous roots, and thus enabling the puller to take up several at once. In most districts, the time to harvest sugar beets and carrots is between October 20th and 30th.

Turnips

One of the easiest ways to harvest turnips is to top with an ordinary hoe and turn the roots out with a sharp-shared plough, with the mould-board removed. By striking the tops of two rows together, the turnips can be plainly seen, and, if turned inward on the row of tops, they are clearly visible for loading. Harrowing out does not answer well, except in sandy soil. Hand-pulling is best where help can be secured. As they are not very sensitive to frost, turnips should be left on the ground for a day or two after being pulled.—J.F.

A Practical Way To Teach Good Farming



(Cut No. 20)

Look at the groups of farmers depicted in these photographs. Do they appear interested? They are listening to Travelling Demonstrators of the Commission of Conservation on Illustration Farms in Prince Edward Island. They are discussing questions vital to every farming community, such as seed selection, improved methods of tillage, and the need of organized effort in solving rural problems. The Instructors are not talking from a merely theoretical standpoint; they have concrete results to show on the Illustration Farms

to give point to their discourse. For instance, one topic is the advantages following the introduction of summer-pasture mixtures on these farms. That the farmers were impressed with the work done may be gathered from the fact that at each meeting all the farmers gave in their names as being desirous of coöperating with the Commission in forming a Local Improvement Association for mutual assistance in promoting the prosperity of the neighbourhood.—F. C. N.



(Cut No. 17)

Goats Will Help Clear Scrub Land

Destroy brush and yield a profit—
Make worthless areas useful

The propensity of goats for eating the leaves and twigs of small bushes suggests that they would be very useful for cleaning out scrub and reducing otherwise waste land to good pasture for other animals. This expedient has been practised in Iowa and some other States with marked success. Saplings too big for the goats to reach the tops may be felled, although they will stand on their hindlegs and reach up five feet or more in their efforts to get at the leaves. Fields infested with hard-hack and stout herbs may be cleaned out by pasturing goats on them. No trouble will be experienced from having sheep or cattle in the same enclosure.

Steep, rocky hillsides, or stony places where there is considerable browse, may be turned into permanent goat pastures. Goats are often more suitable than sheep in such situations, not only because they will thrive on food that sheep would reject, but also because they are far more pugnacious and better able to defend themselves against dogs, coyotes, and other predatory animals.

Goats are valuable for their mohair, skins, meat, and milk. The best breed for mohair is the Angora; for milk purposes, the Swiss breeds can be recommended. They can withstand considerable variations in temperature, and will thrive in a variety of situations, but are sensitive to damp. The kids are delicate for a few days after being born, and need the same care as lambs. A flock of goats needs intelligent management, but they will well repay the attention they require at certain seasons. When the indirect profit derived from the destruction of scrub, or from the turning of otherwise worthless land to account, is considered, they may be looked upon as by no means the least profitable of our domestic animals.

The highest price ever paid at the London sales for a silver fox skin was \$2,900. The next highest was \$2,700, and a half dozen have sold for \$2,500 or more. At the present time, the average price is around \$200, though the best ranch foxes will bring about \$1,200.

TO NEWSPAPERMEN

"Conservation" is a press bulletin for newspapers to clip from. Our cuts will gladly be loaned to Canadian journals. Please order by number. First come, first served!

**CONSERVATION IS
NOT PARSIMONY**

A common popular misconception with regard to conservation is that it consists in merely saving or hoarding natural wealth for the use of future generations. Nothing could be further from the truth. Mere hoarding is not conservative; it is almost as wasteful as reckless destruction. The man who buried his talent in the earth was told that he might at least have put it out at interest even if he were afraid to venture it in business. Wise statesmanship regards our natural resources as so much capital of which the State is the trustee. The community is entitled to the interest, but the principal should be conserved for all time. An exception to this rule must be made in the case of minerals, such as coal, of which there is only a limited supply, that, when once used, can never be restored. But in the case of our forests, our lands, our seas and our wild animal life, the existing supply of timber, of soil fertility, of fish and of fur-bearers, should never diminish, but should rather increase.

To be convinced that this is possible, it is only necessary to glance at Europe. In England, thanks to intensive cultivation, the soil produces better crops than centuries ago; in Germany, the forests are so managed that, in spite of a large output, each year's cut is balanced by the new growth; while the teeming waters of the North Sea have supplied a half-dozen countries with fish from time immemorial. In respect of the threatened extinction of our fur-bearing animals, the new industry of fur-farming may be relied on to obviate this. Conservation may be applied to mineral products in preventing unnecessary waste, and the progress of science is continually unearthing substitutes for the rarer substances. It may indeed be confidently expected that, with wise use of our natural endowments, there is no danger of humanity ever lacking any essential materials.—P.M.B.

**Removal of Slashings
Along Railway Lines**

Strip 200 ft. Wide Outside of Right-of-Way should be kept clear of Inflammable Débris

Provision should be made, by either legislative or administrative action or both, of all the Provincial Governments of Canada, for the enforced removal of inflammable debris on lands adjacent to railway rights of way. This is absolutely essential to a reasonable degree of safety from fire, of forests and other property along railway lines. The Dominion Railway Act requires that railways operating under Dominion charters shall maintain their rights of way free from dead and dry grass, weeds and other combustible matter. The

**New Regulations to Protect
Forest Reserves**

Lines Not under Railway Board must now have Fire Patrols—But elsewhere Provincially Chartered Private and Dominion Government Roads are Not Compelled to take Adequate Precautions.

A new and important requirement in connection with the recent revision of the regulations concerning Dominion forest reserves demands that every railway company, not under the authority of the Board of Railway Commissioners, shall, within a forest reserve, provide a patrol along its line during any period when there is danger of fire. This is to be done in accordance with the instructions of the Minister of the Interior or of any forest officer acting under his instructions. The Minister is given authority to prescribe the number of patrolmen to be employed by the railway company, the frequency of the patrol, and the equipment to be furnished to such patrolmen.

This provision supplements the protection for which provision is made by the fire regulations of the Board of Railway Commissioners, and is necessary because there are some minor railway lines which— as they operate under charters granted by a province—are not subject to the Board's jurisdiction, and because adequate provision for railway fire protection is not made by provincial legislation in Alberta, Saskatchewan and Manitoba. Provincially chartered lines in these provinces, outside the forest reserves, still remain unprotected. Regulations, in substantial accordance with the requirements of the Railway Commission as to lines having Dominion charters, should be enforced on these railways. The enactment of legislation by the provincial parliaments is necessary to this end, and is especially important in Alberta, where there is considerable activity in the construction of railway lines chartered by the Provincial Government.

Railway Commission enforces this provision. It also requires the use of the best fire-protective appliances on the engines and also that the railway companies maintain patrols and take adequate steps in reporting and extinguishing railway fires.

Engines still throw some sparks, however, and fires along railway rights-of-way are started as well by smokers, tramps, and numerous other agencies, either careless or malicious. Unless immediately discovered and extinguished, fires starting on the right-of-way quickly spread to adjacent lands, where, in the case of forest lands, the almost universal presence of large quantities of dead, inflammable material, facilitates the rapid spread of the fire, and renders extinguishing difficult, if not impossible. This situation is especially

in Ontario, New Brunswick and Nova Scotia, there has been some legislation as to fire protection along provincially chartered railways, but the situation is not adequately covered, and, in particular, there is great need for a better organization of this work in all the three provinces named.

In British Columbia, this situation is admirably provided for by the Provincial Forest Act, and the same is true of Quebec, under the fire regulations of the Public Utilities Commission.

Fire protection along the Government railways is in general less efficient than along privately-owned lines subject to the jurisdiction of the Railway Commissioners, where the requirements are now very strict. Protection along the Intercolonial and National Transcontinental railways has, to a certain extent, been afforded through the regular fire-ranging services of the Provincial Governments of Ontario, Quebec, New Brunswick and Nova Scotia. Along the Transcontinental, the Dominion Government has co-operated with the Provincial Governments concerned, in protecting the railway line from fire, during the construction period, by contributing a share of the cost of the patrols maintained by the Provincial Governments. However, with the completion of the line and its operation by the Government, protection by railway employees is wholly practicable, and is thoroughly desirable as an object-lesson to the other railways. From the point of view of the Provincial Governments, it is also very desirable, since it would relieve them of a heavy burden of expense and thus permit the more intensive protection of forest lands back from the railway lines.—C.L.

bad in the case of the large areas of cut-over lands, which so generally parallel the railway lines in the non-agricultural sections.

If the land or timber owners removed this material on a strip two hundred feet wide outside the right-of-way, on each side of the track, it would enormously increase the efficiency of the measures which the railway companies are required to take, and would without question decrease to a remarkable extent, the destruction from fires along railway lines. Not only would the destruction of much private property be avoided, but large quantities of young forest growth on cut-over lands would be given a chance to reach maturity, instead of being burned over periodically and so being kept in a perpetual state of unproductivity.—C. L.

**SAFETY FIRST ON THE
GRAND TRUNK**

The Grand Trunk railway of Canada has begun a campaign for "Safety First," and has engaged George Bradshaw, formerly of the New York Central, as safety engineer. "Mr. Bradshaw," says the vice-president's circular, "will deliver at all important centres lectures on safety and will illustrate practices responsible for injuries. Notice of the time and place of these lectures will be given, and it is desired that every employee on the system whose duties permit shall attend. No employee who considers the importance of his personal safety can afford to miss the opportunity which these lectures will afford to learn something of practical value for the protection of his life and limbs.

"We hope to reduce the personal injury record to the lowest possible point and to make our system the safest in the country. To accomplish this every officer, agent and employee is requested to give his earnest and active support and co-operation." — *Railway Age Gazette.*

The Future of Fur-farming

Much has been heard respecting the fabulous prices paid for silverfox skins, and, stimulated by the hope of big profits, many companies have gone into the business of farming foxes.

Now, the value of a silver-fox pelt is largely subjective. Its cold-excluding power and its wearing qualities are not any greater than those of an ordinary dog-skin. The fox fur is more beautiful, but beauty alone cannot account for the great difference in price. The high price of the fox is due to its rarity, and its rarity is prized because it pleases the vanity of the wearer to display something that ordinary people cannot afford. At the present time, therefore, fur-farming merely panders to the luxurious tastes of a few rich people. Society as a whole would be little the poorer if every silver-fox ranch went bankrupt to-morrow.

Is this to be the future of the industry? Or will the fur-farmers, once the boom is over, settle down to the prosaic business of providing moderate means for people of moderate means? Not till this comes to pass will fur-farming take rank with other occupations that furnish us with staple articles of clothing. It can never become as important or as fundamental as sheep-raising or cotton-growing, but it should certainly take as high a place in the world's economy as rearing silk-worms. The enterprising breeder of "silvers" is entitled to make all the money he can, but the keeping of animals for fur will be more of a national asset and will be on a more permanent basis when we hear less about \$5,000 foxes and more about \$5 raccoons.—P.M.B.

Cinder Concrete

Advantages of this material—Objections met—Results of fire tests

With every succeeding year the utilization of reinforced concrete for building purposes of every sort is becoming more and more general. Both from experience with actual constructions and through the use of tests, engineers are able to foretell how the various forms of the material will act under different conditions. Moreover, in the field of fireproof construction of buildings, concrete stands pre-eminent, with regard to durability, economy, and fire-resisting qualities. Many interesting facts have been brought to light with regard to the manner in which concrete withstands fire, and the investigations along these lines have been thorough and far-reaching.

The use of cinder-concrete in fire-proof floor construction has been growing in popularity from day to day. Objections to the use of this material have been advanced, in view of the fact that in some cases where it has been used, piping for the sprinkler systems or for other purposes has been corroded to such an extent as to be rendered useless. For this corrosion the cinder-concrete has been blamed. However, it has been demonstrated that, if the cinders are not new, are free from sulphides, and that if the mixture consists of one part of cement to ten parts of cinders, with enough sand to make a dense mixture, there is little or no danger of the corrosion of water piping.

A recent fire, water and load test, carried on upon cinder, terra-cotta and gypsum floor arches, showed that the first-mentioned material was the best of the three. A fire was kept burning continuously below the floor for a period of four hours, and during that time the floor was subjected to an average temperature of 1700° F. At the end of the four hours a fire stream was turned on the roof while it was still red hot. The roof load during the test was 150 pounds per sq. ft.

The cinder-concrete suffered very little damage, and the test served to furnish an additional proof that this material is an excellent fire-resisting medium.—W.L.C.

OYSTER DREDGE FOR PRINCE EDWARD ISLAND.

An American oyster dredge has been purchased and transferred to Canadian registry by one of the largest companies engaged in developing the oyster areas of Prince Edward Island. The dredge is equipped with a 36-horsepower gasoline engine, is 43 feet long, 15 feet wide, and has a draft of 4 feet 8 inches. The two grapnels have a capacity of five bushels each, and the total capacity of the vessel is 700 bushels. (U.S. Consular Report.)

Modern Road Builders Must Confine Wear to Upper Surface

Hard Stones, not well Bound, Grind each other and Produce Mud and Dust.—Advantages of Bituminous Binders

Many people regard the question of road surfaces very superficially and select for their macadamized road material the rocks that offer the greatest resistance to attrition. This, however, is a wrong view. The main source of the mud and dust arises from the inter-attrition of the stones composing the macadam and which converts them into a rounded form. All improved pavements have for their object the reduction of this interstitial wear and the confining of the wear to the upper surfaces.

Taking these improved pavements in order, granite blocks have the great disadvantage of ear-splitting noise and are detrimental to vehicles.

Wood blocks are elastic, but their extension is limited by considerations of cost. The early asphalt pavements were very expensive, as they were constructed of ground up natural asphalt rock. Surface tarring was introduced about eight years ago and has been widely adopted. While tar is an excellent binding material for the particles of the surface of a macadam road, it is only elastic to a limited extent and its variation in consistency due to temperature changes makes its use a difficult matter.

Fortunately, discovery has kept pace with the demand. The residual product of the asphaltic oils in the central portion of the Am-

erican continent is available in immense quantities. In distillation, after the gasoline and oils have passed over from the still, the process can be stopped at a point at which the residual substance is practically pure bitumen. This substance is most distinctly elastic and does not lose this property if mixed with an equal mass of finely ground lime, etc.

This bituminous "binder" can be mixed with the angular sand found on sea shores, river estuaries, sand pits, etc., or with crushed flint, gravel or shingle. Thus mixed, if built upon a foundation sufficiently strong to carry the traffic, it forms a road surface that is durable, resilient, non-slippery and waterproof, and it can be produced at reasonable cost.

So long as heavy traffic was confined to the principal streets of large towns, the heavy cost of asphalt or wood-block pavement was cheerfully borne, but now in this automobile era the traffic has to spread itself over the roads that radiate from the cities, and the consideration of maintaining these roads in a satisfactory condition at a reasonable cost has become the problem of the moment. It is also of peculiar importance in Canada at the present time as the Federal Government has definitely adopted the policy of improving the main arteries of communication throughout the various provinces.

The Windbreak-Planters' Ten Commandments

The Forest Service of the United States has compiled a decalogue for the use of farmers in the prairie regions, to direct them in the planting and management of windbreaks.

I. Place the wind-break at right angles to the direction of injurious prevailing winds.

II. Devote from one-eighth to one-fifth of the farm to timber. Its protective value more than pays for the ground it occupies, to say nothing of the timber yield.

III. Plant only species suitable to wind-break use, to the region and to the locality.

IV. Plant rapid growers for quick results; but underplant with slower growing species, which are usually longer lived and more valuable.

V. Supplement a deciduous wind-break with evergreens to afford protection in winter.

VI. Separate trees by the spac-

ing proper to the species used. The trees should be close enough to produce a dense wind-break and to yield good poles, but should not be so crowded as to produce spindling growth.

VII. Make the wind-break thick from the bottom up, especially on the side toward the wind. This may be done by using species which branch near the ground, by planting outside rows of low-growing trees, by encouraging natural reproduction, and by under-planting.

VIII. Cultivate the plantation thoroughly while it is young.

IX. Do not allow excessive grazing where reproduction is desired.

X. Do not thin your woodlot too heavily or take out the best trees for minor uses. Remember that a timber tract should be improved by use and that each clearing should leave it in better condition than before.

Inventory of Forest Wealth

Commission of Conservation Co-operates with Department of Lands of British Columbia and with Dominion Forestry Branch in Big Stocktaking Task

The Commission of Conservation and the Department of Lands of British Columbia have entered into a co-operative arrangement for a study of the forest conditions and forest resources of British Columbia. Dr. H. N. Whitford has been employed by the Commission of Conservation to begin the work of collecting information along the above lines from all available sources. The large amount of material which has been collected by the British Columbia Forestry Branch will be supplemented by information to be secured from all other possible sources, including the Forestry Branch of the Canadian Pacific Railway, and statements by timber cruisers, limit holders, surveyors and others. The Canadian Pacific Railway Forestry Branch has collected much valuable information with regard to the forest resources of the southern portion of British Columbia, and much of this information is to be made available through a co-operative arrangement between the Commission of Conservation and the authorities of the Canadian Pacific Railway.

In the Prince Albert District of Northern Saskatchewan, a similar study of forest conditions and forest resources is being carried on for the Commission of Conservation by Mr. J. C. Blumer. This part of the work is being conducted in co-operation with the Dominion Forestry Branch.

This work is part of a general study, which has been undertaken by the Commission of Conservation, having for its object the approximate determination of the amount of timber in each of the various provinces of Canada.—C. L.

Canadian Rail Production

Years.	Gross tons.
1895	600
1896	600
1897	500
1898	600
1899	835
1900	700
1901	891
1902	33,950
1903	1,243
1904	36,216
1905	173,885
1906	312,877
1907	311,461
1908	268,232
1909	344,830
1910	366,465
1911	360,547
1912	423,886

Big Debit for National Balance Sheet

Epidemic of Forest Fires—Proposed Re-organization of Ontario Ranging Service

The large number of forest fires in Eastern Canada during the dry weather of July and August demonstrate conclusively that public sentiment has not yet been sufficiently educated with regard to this vital matter.

While the fires in the East were for the most part in old slashings or on the site of previous burns, nevertheless a considerable amount of green timber was destroyed, as well as much private property. The damage to soil and young growth by fires in old slashings and on old burns, is also a very serious matter in many cases. Young growth is in especial need of adequate protection, but all too often this protection is lacking and fires are reported as "doing no damage."

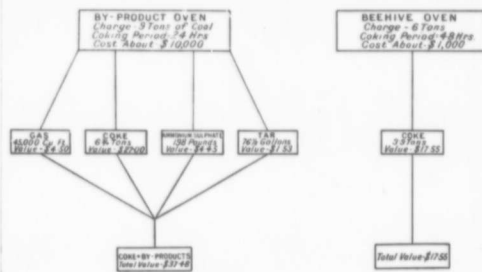
While some of these fires were undoubtedly caused by railways, a very large number were caused by carelessness of settlers in burning debris from land-clearing operations. The railways appear as a rule to have done exceedingly well in fighting not only their own fires, but also those from the outside, for which they were not primarily responsible. In too many sections little or no attention is paid to fires by the general public until the fires actually threaten private property, when they have passed the incipient stage and it is often too late to stop them.

The fire situation has been particularly bad in Ontario, so much so that the Minister of Lands has arranged for a special investigation of the situation, with a view to the reorganization of the fire-ranging service. This action will undoubtedly result in greatly increased efficiency in the future.—C. L.

THE COAL RESOURCES OF THE WORLD.

A comprehensive monograph with the above title has been recently issued under the auspices of the XIth Geological Congress. The work was prepared under the direction of D. B. Dowling and Wm. McInnes, and comprises three large volumes of reading matter and an Atlas. It contains authoritative articles contributed by leading coal-mining experts in the various countries, and makes a valuable and authoritative contribution to geological science. *Conservation* is glad to see Canada thus adding her quota to the world's stock of knowledge. Before one starts to conserve anything, it is important to know what there is to conserve, and an inventory of natural resources must be regarded as a necessary preliminary to making the most economic use of them.

COMPARISON OF YIELDS FROM BY-PRODUCT AND BEEHIVE COKE OVENS



(Cont. No. 18)

Uses of By-Products

Coke—Coke may be used for metallurgical and domestic purposes.

Gas—Coke oven gas is an ideal fuel and may be used for burning under boilers, driving gas engines, for domestic purposes and illumination.

Ammonia—The ammonia may be recovered as ammonium sulphate or ammoniacal liquor. In the former case it is used as a fertilizer, while in the latter it can be used for making many chemical pro-

ducts, also as the freezing agent for refrigeration purposes.

Tar—The tar may be used in the manufacture of various kinds of roofing, for covering pipes, etc. It can be distilled, yielding pitch, creosote, light oils, carbolic acid, etc. Creosote is especially useful as a wood preservative. Pitch is used for road-making and as a binder for the manufacture of coal briquettes.

Fecundity

"The fifth generation of descendants from a single female oyster would make more than eight worlds as large as the earth, even if each female only laid one brood of eggs."

The above startling quotation from W. K. Brooks, a great American biologist, appears at first sight incredible. It is merely a matter of mathematical computation, however, and is fairly conservative. Brooks estimated the average number of eggs spawned by a single oyster to be 16,000,000. Other investigators have given higher figures. Assuming half of these to be females, the number of oysters in the fifth generation would be 8,000,000. A moment's attempt at imagining this inconceivable sum will show that Brooks' surprising statement is not far wide of the truth.

This marvellous fecundity of the oyster and other living things is a great natural force that man should turn to account. Its primal purpose is to balance the enormous mortality among the lower orders of organized beings. If man betters the chances of survival of useful animals and plants, propagation will immediately increase in response to the improved environment. It is as though, in some great machine, one were to reduce the friction and devote the energy, previously devoted to overcoming

it, to increasing the efficiency of the engine. As much force is liberated in any case, but, by wise regulation, a greater proportion may be profitably utilized.—P.M.B.

THREATENED EXTERMINATION OF YUKON FOXES.

A newspaper at Whitehorse comments on the continued capture of young foxes in Yukon, as follows: "Fox farming is becoming so popular and profitable that there is danger of the source of supply being depleted. The wholesale capture of young foxes that is being practiced in the Yukon at present will, if allowed to continue, soon destroy the fox industry in the territory. All colours and grades are being taken, regardless of value. Legislation is needed badly; otherwise there will be no foxes to take within a very few years. November, December, January, February and March should constitute the open season for foxes, and the balance of the year they should be immune from capture. The fox industry in this Territory is a big one, but it will not last long if the young ones are captured before they are two months old." (U. S. Consular Report.)

In the best German forests the annual expense is \$13 an acre, but the gross returns are as much as \$24; thus they yield a net return of \$11 an acre each year.

Housing of Immigrants

Lack of foresight now shown—Some problems for Canadian cities

Canada is inviting to her shores a vast army of industrial workers for whom she makes no adequate provision by wise housing, city-planning and sanitary legislation. This was the keynote of an address by Mr. B. M. Stewart at the first meeting of the Canadian Political Science Association, held in Ottawa recently. In support of this position, he presented an array of facts, collected by social survey workers in Vancouver, Port William, Port Arthur and Sydney, showing abominable conditions of congestion and of inadequate sanitary conveniences, existing in these typical cities. The system, or lack of system, of garbage removal, was frequently complained of. Particular stress was laid on the fact that the building of "shack towns" on the outskirts of young, rapidly growing cities, was laying the foundation for pestiferous slums later on.

In the discussion which followed Mr. Stewart's paper, it was pointed out that, in their haste to become important centres of population, Canadian cities are attracting large numbers of foreign workers and are growing so rapidly that the extension of sewerage systems, of properly paved streets, of municipal water supply and other civic conveniences, can not keep pace with the expansion. In other words, we are allowing the immigrants to be exploited in order that a few men may become rich over night. This is a crime for which we shall pay dearly by repeating in this new land the evils of older civilizations.

The high death rate from tuberculosis in the tenement-house districts of Montreal was referred to by one speaker, who mentioned a case which had come under his observation, of an Irish woman who had had thirteen children, every one of whom had died. Statistics showed that, while exceptional, this was not an isolated case.

Prof. Mavor, of Toronto University, said that not infrequently, in coming to Canada, European immigrants made their condition worse, rather than better. In Finland, for example, there was no over-crowding in the houses, and in Moscow, although the congestion was indeed frightful, the sanitation system was well-nigh perfect. The fact that in some of our largest Canadian cities, the tap water was not fit to drink, he characterized as evidence of "the grossest municipal incompetence."

Certain it is that the businesslike conduct of our civic affairs in the interests of the people at large is one of the most necessary reforms needed in this country. We are not only morally bound to care for the foreigners whom we have invited to our country, but for our own and our children's protection we must see to it that they have decent living conditions.