

Lumbering in Canada

TIMBER and lumber are getting scarcer and more valuable. In his annual address in February, the President of the Lumberman's Association of Ontario, predicted that the price of hemlock lumber would go to \$17 or \$18 before the season of 1907 was over. Speaking of the general conditions, he thought that the cut of 1907 would be as large as 1906 so far as Canada is concerned, but would be much less in the United States. Stocks on hand were light. The circumstances indicated a stiffening of prices.

The "Canadian Lumberman" defends the recent rise in prices all over Canada. It maintains that the demand is out of proportion to the supply and consequently prices must rise when consumers are bidding. Further, the price of labour has increased and the manufacturer is making very little more profit than he ever made. It admits nevertheless that certain British Columbia mills, which were not profitable some years ago, are now making money although still charging only moderate prices.

A change has come over the market which will benefit the New Brunswick manufacturers and the East. British Columbia shingles have recently monopolised the market in Ontario and Quebec, but the red cedar products are hard to obtain because the railways in the West are so busy. Consequently Eastern shingles are being sold more freely in Central Canada and at higher prices.

The year 1906 showed a great increase in exports, New Brunswick, for example, exporting seventy-five million feet more than the previous year. Nova Scotia's trade with the West Indies and South Africa also increased greatly. Quebec's export of square timber showed an increase last year but was only two and a third million square feet as against seven million ten years ago.

It was in British Columbia, however, that the greatest expansion was shown. The timber licenses doubled as compared with the previous year, an indication of their growing value. The total production of lumber for 1906 is estimated at six hundred million feet, or one hundred and twenty-five million more than in 1905. It may have been much more. Logs that were worth only \$7 in the spring, brought \$14 before the end of the year. British Columbia exports largely to South America, Australia, Hong Kong, Japan and Great Britain. South America took twenty-five million feet last year; Australia twenty-one, and Great Britain eleven. The total was about seventy-five million. Comparatively this is only about one-sixth of the New Brunswick yearly export, but it indicates the great expansion on the Pacific. It is practically only six or seven years since British Columbia began to send lumber outside its boundaries in any great quantity. Since the construction of the Crow's Nest branch of the C.P.R., the Kootenay district has become the chief source of supply for the Provinces of Alberta and Saskatchewan.

The number of new companies formed recently to deal in B. C. lumber is great. There is a mill at Port Blakely which turns out nearly a million feet a day, and one is to be built at Chemainus to rival it. Another large mill is to be erected near Prince Rupert on Graham Island, 600 miles north of Vancouver. And so the story goes.

The New Logging Method

A ROUGH but interesting description of the new logging method (illustrated on the next page) is given by a Vancouver writer in the February "Canadian Lumberman." He says:

"The old method of logging was by horses and oxen trains, a skid road being built, the skids being laid every ten feet apart, and in marshy and boggy ground it was

necessary to fill in between the skids with logs, thus making a corduroy road. The present method of logging, however, is largely by the use of logging engines. The usual method is to construct primarily a main skid road through the bush, on which road are placed large road engines, one every mile or mile and a half. A one-inch cable a mile or a mile and a half in length is carried on the drum, with the proportionate amount of $\frac{5}{8}$ -in. cable for haul-back. As an auxiliary engine to these large engines, small 'yarding' engines are employed, their work being to haul the log out from the stump to the main road. These engines are equipped similarly to the large road engines, having a large cable for hauling the log and one of smaller diameter for haul-back. In level country it is the custom to use a horse in place of a power haul-back on the 'yarding' engines. When a sufficient number of logs have been hauled out by the 'yarding' engines to the main road, a load is made up and, by the use of road engines, is hauled along the skid road to its destination, either to the water or to the logging railway. About fifteen thousand feet of logs is the usual load for the road engine to haul."

The King's Messenger

IN these days of the cable and the long distance telephone, the public is apt to forget that the most important despatches are yet delivered in person. The recent death of Mr. Arthur Herbert, who was one of those who lost their lives in the ill-fated "Berlin," has drawn attention to a most interesting body, the King's Foreign Service Messengers, to whom Mr. Herbert belonged. It is the duty of these couriers, who are nine in number, to carry despatches from the King and the Foreign Office to British Ambassadors abroad. Mr. Herbert was travelling on the fortnightly service to Constantinople. Every Tuesday a messenger journeys by Harwich and the Hook of Holland—one week to Constantinople and the next to St. Petersburg.

The railway companies make special arrangements for the King's Messenger, although he is an ordinary fare financially. He is by courtesy free of Customs, which facilitates the rapid travel which is the main purpose of his work. He carried a six-inch silver-gilt badge and a number. The badge consists of the Royal arms, motto, and E.R. in an oval surmounted by a crown, and from it hangs a silver greyhound, which gives the Messengers their romantic nickname—Silver Greyhounds. He also has a courier's passport and a handsome uniform.

The uniform is never worn except in time of war, when the courier wishes to pass through contending countries. It consists of a blue frock coat with gilt buttons, a gold-edged waistcoat, scarlet-striped trousers, and peaked cap with the crown and E.R. in gilt. The messenger carries his precious despatches, which he must guard with his last drop of blood against the enemy, in a canvas bag, tied, labelled, and sealed.

While it is essential that the courier should be an officer of high intelligence, ready resource and unflinching courage, his messages are not invariably of high state import. He has been known to procure for an ambassador or his wife small articles for which they had a special liking and has even been known to carry such trifles as a favourite confection or a dainty ribbon, with his documents of international importance. The late Queen Victoria, it is said, had a decided liking for a certain biscuit which could be obtained only in a small German state. On more than one occasion the Foreign Service Messenger added an order for biscuits to his serious despatches. But the stories told of the secrecy necessary for such service are by no means exaggerated, and to have the right of wearing the silver greyhound is the highest testimonial.