

**Recent Legislation.**

In 1909-10 the Royal Commission, appointed in 1907, went to all parts of the province to hold hearings and get information on local conditions. They also secured the assistance of governments the world over in the framing of what is supposed to be the most advanced Forest Act in Canada today.

The legislation adopted by the Provincial Legislature at the session of 1911-12 provided that no timber should be alienated in future under the "special license," and there has been instituted a system of "timber sales," under whose provisions an upset price, rental, royalty and survey charge are required by the government, and the individual bidding the largest bonus in addition secures the right to cut the timber. A restriction is usually laid as to the length of time to be taken by the purchaser. Regulations regarding the disposal of brush are under consideration. At the present date one hundred and fourteen of these timber sales are under consideration, aggregating a value of \$460,000.

**Rapid Expansion.**

The historic "rushes" into the gold fields of Cariboo and Kootenay in the fifties and sixties gave a distinct impetus to the lumbering industry in the early days. Structural timbers particularly were required, and small mills sprang up along the main lines of traffic. The miners' towns gave rise to a demand for larger mills, and these began to appear in 1874.

With the construction of the Canadian Pacific Railway in 1885 came a great expansion of the lumbering industry in the interior district of the province. Timber berths were surveyed out and cutting allowed in the Railway Belt, the strip twenty miles broad along either side of the transcontinental road, jurisdiction over which was reserved by the Dominion Government at the time. These berths yielded great quantities of construction material to the interior developments, and mills soon began to ship their product over the mountains to the prairie. The building of the Crow's Nest Branch from the Alberta boundary west to the Kootenay Lakes not only helped British Columbia mining, but placed the southern interior lumbering industry on a firm and profitable basis. Millions of feet of lumber for houses have gone over the divide to make the life of the prairie settler easy, and today the prairie market is looked upon as the one outlet for the fir, yellow pine, hemlock and cedar of the mountain mills.

Coast cities, which have sprung up with remarkable speed in the last few years, take a large part of the Coast mills' product. Much of it also comes far back east. This is true mainly of cedar shingles and "British Columbia tooth picks," or the largest of structural timbers. There is also a great export trade, the ships clearing from New Westminster, Victoria and Vancouver going to all parts of the world. Europe is a steady patron, France in particular favoring British Columbia fir. There is a strong likelihood of the trade's expanding with the opening of the Panama Canal.

The export of manufactured timber for the past year has been as follows:—

Exported on payment of \$1 per M.		
	Feet B.M.	Feet.
Cedar.....	33,608,990	
Spruce.....	1,249,489	
Pine.....	367,261	35,225,740
Exported without extra payment		17,054,635
Total export.....		53,280,375

The increasing demand for British Columbia timber may be judged by the following figures which show the approximate cut of the British Columbia mills for the past ten years.

	Feet B.M.
1903.....	317,551,151
1904.....	348,031,790
1905.....	473,713,986
1906.....	508,069,969
1907.....	846,000,000
1908.....	658,000,000
1909.....	775,000,000
1910.....	1,040,000,000
1911.....	1,341,942,000
1912.....	1,313,782,000

The decrease in 1908 is to be accounted for by the depression in that year.

To supply the constantly growing demand there are according to the Crown Timber Agent at Vancouver, the following mills in the province:

**Operating.**

74 capacity not given.....	
236 cutting per day, feet B.M.....	6,689,000
23 operating on Dominion lands cutting per day feet B.M.....	632,000
14 shingle mills, cutting per day, shingles..	815,000
7 shingle mills operating on Dominion lands, cutting per day, shingles.....	660,000
Total, 344 mills.	

**Not operating.**

6 capacity not given.....	
15 capacity, per day.....	321,000
4 shingle mills, shingles per day.....	295,000
Total, 25 mills.	

Under the royalties system the government of the province has established a board of scalers who measure the timber on which lumbermen are to pay dues. For the last two years their returns are as follows:—

**Coast District.**

	Feet B.M.
1911.....	559,212,225
1912.....	780,121,878

**Interior District.**

	Feet B.M.
1911.....	296,836,042
1912.....	325,371,873

**The Great Coast Mills.**

British Columbia boasts the largest mill in Canada today. The Fraser Mills at New Westminster, operated by the Canada Western Lumber Co., cut considerably in excess of 150,000,000 feet board measure of timber last year, and it is expected that with the undoubted growth of the lumbering industry in the future that this and other mills should far exceed this figure. This company is controlled largely by United States capital, and Col. A. D. McRae, the President and Manager, of Vancouver is from across the line.

Other coast mills which cut over 50 million feet annually are the B. C. Mills Timber and Trading Co., Vancouver, and the Canadian Pacific Lumber Company, also of Vancouver, in which it is believed the Canadian Pacific Railway has extensive interests.

The Canadian Puget Sound Lumber Company at Victoria, Vancouver Island, and the North Pacific Lumber Company of Barnet, New Westminster District, are believed to cut close to 40 million annually. The Emerson Lumber Co. and Thurston Flavelle Co., at Port Moody near Vancouver, rank high among Coast companies, cutting in the region of 10 million feet.

**The Industry in the Interior.**

There are numerous mills in the interior district, which, while they do not manufacture on as large a scale as the Coast mills, produce large quantities of lumber for the prairie trade. Such are the Adams River Company at Chase, near Kamloops; the Columbia River Company at Golden, where the Canadian Pacific Railway crosses the Columbia River as it flows north to go around the Big