The ground, as is natural by its low elevation about the sea up to 200 feet, and with it a very thick layer of forest humus, is very soft, or other means of transport would be adopted. Then too, the trees are so isolated that a tramline or light railroad would not pay. In the near future, the Indian buffalo, or the indigenous elephant, it is to be hoped, will be harnessed and thus draw the 3, 4, 5, and even 6 ton logs. During a day (6 a.m. to 5 p.m.) a gang of natives manage to bring in up to 5 logs grown a distance of a mile to a mile and a half, very slow work to be sure. These are gradually collected at the waterside to be stamped before being put into the water. In the fourth picture we have such a scene, though the quantity of logs is by no means typical, as there are few there, compared to some shipping points where hundreds collect in a month. From this place they are sent down in small rafts of 5 or 10 logs, about 80 miles, where they can be made up into large rafts to go down to Koko Town, or Benin River, where the steamers pick them up before starting back on their 5,000 mile track to Great Britain.

It goes without saying that all this is very expensive, and works out at roughly 2 cents a foot, board measure, which is, of course, very high, even for Africa with its undeveloped roads. It shews again the great part which transport plays in the timber and logging industry. The freight from the West Coast to England at $6 a ton (recently reduced from $8 and $7 to this figure) is about the same as from similar distances from India, Siam or other countries, for the same class of material. Nevertheless, it amounts to roughly a cent a foot. Therefore, at a market price of, say 6 cents a foot, board measure, (an average rate for 1904) transport from the forest makes up half that. Government dues of all kinds, recently fixed at nearly $14 per ton, works out at 0.6 cts. per foot on average material, and at the price quoted form 1-10 of the cost, which is by no means high, compared to Algeria, India, Ceylon and Java. The price of the timber at 6 cts. a foot, c.i.f. Liverpool, is low, and the above rates become very favorable at a price of 12 cts. per foot, such as was obtained during 1902 and 1903.

NOVEMBER, 1905.

We are glad to see that the British Columbia government has made an appropriation, though only $5,000., for fighting forest fires during the ensuing year. For an adequate system of fire protection at least ten times that amount would be required, but as the value of the forests become more fully appreciated we may expect the provincial governments to make larger appropriations for their protection.