

# Regulating Cutting in British Columbia

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It has occurred to me that some of the readers of the Canadian Forestry Journal would be interested to hear of the success which has attended the efforts of the recently organized Forest Branch of British Columbia with regard to the regulation of the cutting of timber on Crown



**MR. CARL RIORDON.**

Mr. Carl Riordon, Vice-President and Managing Director of the Riordon Pulp and Paper Co., has been elected President of the newly formed Canadian Pulp and Paper Association. Mr. Riordon has been for many years a member of the Canadian Forestry Association, and up till this year was a Director when he resigned, feeling that some person who could give more time should be elected. Mr. Riordon has taken a deep interest in the cause of forest conservation. He read a valuable paper at the 1909 Convention, and it is confidently expected that the Association will have the advantage of his counsel on future occasions.

lands for construction purposes being carried on by the Grand Trunk Pacific Railway Company.

The proper clearing and burning of debris on the rightofway, which is under the supervision of the divisional fire-warden of each district, has been carefully looked after, but as this has always been insisted upon there is little difficulty in having it carried out. On the other hand an innovation, which proved a slight stumbling-block at first, was the demand of the Forest Branch that where any timber for construction purposes is being taken out the tops shall be lopped and all brush shall be piled according to the directions of the local forest officer, who will also supervise the burning of this debris at the proper time, this latter expense to be borne by the Government. This is, I believe, the first instance in Canada, where railway contractors have been required to adopt such measures.

The most extensive cutting being done in any localized centres is in connection with the taking out of ties and bridge timber. The fact that this work is let by contract would explain why some slight difficulty was encountered at first by the forest officers.

When the railway company wishes to cut on any certain piece of land they must first apply to the local forest officer who examines this land and reports to the head office at Victoria, where the application is finally passed upon, and if accepted a permit to cut is granted. On each permit the following instructions are given special emphasis: 'All tops shall be lopped and piled with all other slash and debris resulting from logging operations in compact piles, and shall be so piled that when burned no damage will result to the remaining standing timber.' The railway company did not mention this specifically in the contracts which they let but the contracts stated that all cutting be done according to the directions of the forest officers. Naturally any of the contractors who did not inform themselves as to the regulations of the British Columbia Forest Branch were a little loath to undertake work which meant a direct loss to their profits. As the contractor usually sub-lets the contract and probably the sub-contractor in turn sub-lets it again, it gave more opportunity for misunderstandings to occur and in this way some delay occurred in the starting of the brush piling. However on the matter being taken up with the rail-