

Discussing Mr. Leavitt's paper, Mr. E. H. Finlayson, of the Dominion Forestry Service stationed in Alberta, Saskatchewan and Manitoba, told of the harmonious results obtained since the first arrangement of fire patrols on the prairies. Rangers are now established in sections that can be covered once a week. He said that patrols would be found cheaper than fire-guards.

Mr. James White, secretary of the Commission of Conservation, followed with a reference to the old law whereunder the onus of proof of fires from railway causes rested with the prosecutor, and spoke of its alteration by Hon. Geo. P. Graham, who caused amendments to the effect that railways should provide fire-fighting forces, and bear the onus of proof. The fact that British Columbia did not agree on the matter of oil fuel for rail-

ion Forest Reserves for Alberta, read a paper on 'The Organization Work of the Dominion Forest Service in Western Canada.' In this he sketched the size of the Rocky Mountains Forest Reserve of twelve million acres, one of the largest on the continent. He showed its resources in timber, minerals, water-powers and game, and spoke of its high value from a scenic standpoint. The reserve had been divided into five administrative units, varying in size from one million acres to four million acres, each in the charge of a Forest Supervisor. Some of the problems presented were given. There were no maps of the district, not even such as might be made by rapid reconnaissance. The Forestry Branch had neither funds nor equipment for this work, but was endeavoring to get the Topographical Surveys Branch to undertake it. There was no knowledge of



An Example of Wasteful Lumbering in British Columbia.

ways after 1914 was also mentioned, the provincial opposition being on account of the detriment to the coal-mining industry. Mr. White bore testimony to the value of the work being done by Mr. Leavitt and urged that in order to secure absolute control of all railways the provincial governments should adopt similar regulations to those put in force by the railway commission in regard to lines under federal jurisdiction.

Mr. Charles F. Lindmark, Revelstoke, intimated that he would later bring before the association a resolution recommending the placing of the forests in the control of an independent commission removed from politics.

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REDUCING WASTE.

Mr. J. B. Knapp, assistant district forester in the United States Forest Service,