

Co-operate to Protect Forests.

At a meeting held at the Place Viger hotel, in Montreal, on Saturday, March 2, a number of limit-holders in the St. Maurice Valley, Quebec, formed a forest protective association, to be known as the St. Maurice Valley Forest Protective Association. Those present at the meeting were Hon. Jules Allard, Minister of Lands and Forests, and Messrs. W. R. Brown, R. F. Grant, Ellwood Wilson, Alexander MacLaurin, H. Biermans, L. Devenyus, J. H. Dansereau and S. L. de Carteret.

The object of the association is to protect from fire the timberlands of the valley of the St. Maurice river. This river supplies a large amount of power, by means of the Shawenagan Falls, for Montreal and Three Rivers (the latter place being situated at the junction of the St. Lawrence and St. Maurice). The largest pulp and paper companies in the province also derive their power from the St. Maurice.

The association is composed of the following members: the Quebec and St. Maurice Industrial Company of La Tuque, the St. Maurice Lumber Co. of Three Rivers, the Laurentide Co. of Grand Mere, the Union Bag and Paper Co. and the Gres Falls Co. of Three Rivers, the Wayagamac Paper Co. of Three Rivers, the Belgo-Canadian Pulp and Paper Co. of Shawinigan Falls, J. H. Dansereau of Montreal, William Power of Quebec, and J. H. Rousseau.

The association will, through its manager, patrol the whole valley, placing men on all the larger streams to follow the river drivers, hunters, fishermen and prospectors to see that they put out their camp-fires and smudges and observe the government regulations. These rangers will also see that the settlers burn their clearings only when it is safe, and will compel them to take precautions to prevent fires spreading. On the railways men on gasoline 'speeders' will follow the trains and extinguish fires started by sparks or hot coals. Lookout stations will be established on high hills from which fires can be detected, and these will be connected by telephone with the nearest settlements so that help can be obtained. Telephone lines and trails will be built and fire-fighting tools placed in convenient locations. Educational work will be undertaken to teach the settlers and farmers the value of the forests and the necessity of protecting them.

The members of the association have agreed to assess themselves one-fourth of a cent per acre for the coming year for fire protection. In response to a letter sent him by the association, explaining their objects and methods, Hon. Jules Allard, Minister of Lands and Forests, has promised that the provincial government will contribute three thousand dollars (\$3,000.00) to the associa-

tion, in consideration of the protection afforded the unsold and unlicensed lands still in the Crown, and will also bear a share of the cost of lookout stations and telephone lines.

Douglas Fir vs. Southern Pine.

Douglas fir, notes Mr. H. R. MacMillan in Bulletin 24 of the Forestry Branch of the Department of the Interior, is the only Canadian wood existing in any quantity, the natural qualities of which are such as would enable it to displace yellow pine for car and furniture building.

It has been shown that, in addition to the physical qualities which render Douglas fir as easily worked, as readily polished, and as suitable for finish as yellow pine, Douglas fir possesses the mechanical qualities which render yellow pine adaptable for car building and for use in situations where durability, strength and resistance to compression are required.

Douglas fir is about twenty per cent. lighter than longleaf pine. Bending tests show that Douglas fir will support a greater weight without taking a permanent set than will longleaf pine, and that Douglas fir will support almost as great a weight as yellow pine before breaking.

Douglas fir is not as stiff as longleaf pine and will not support as great a pressure parallel to the grain. It will, however, support without crushing just about the same pressure perpendicular to the grain.

On the Pacific coast, Douglas fir is rapidly coming into favour for furniture-making and car-building.

Douglas fir is easily worked and when well seasoned is free from warping or checking. It takes a high polish and is very suitable for all cheaper grades of furniture, such as bedroom sets, tables, kitchen cabinets, chairs, school, lodge and church furniture. It may be stained to represent other woods and may be stamped to imitate quarter-cut oak. Its straightness of grain and the contrast between spring and summer wood render it very suitable for mission furniture.

Douglas fir is a splendid wood for car building, the use for which the greater part of the 21,000,000 feet of yellow pine was imported in 1910. It is strong, hard, stiff, large and clear enough for car frames, is suitable for car sidings and ceilings, and is beautiful enough for the interior finish of passenger coaches. It has been used for the interior finish of private cars in the United States.

The designation 'Southern' or 'yellow' pine, as used above, denotes that kind of pine also known as 'hard,' 'Georgia,' 'North Carolina' and 'pitch' pine. The 'longleaf' and 'shortleaf' pines are species, the timber from which is included indiscriminately under the above names.