

Provincial Forestry Returns for February, 1919

TIMBER SCALED IN BRITISH COLUMBIA DURING THE MONTH OF FEBRUARY, 1919

Districts	Douglas Fir	Red Cedar	Spruce	Hemlock	Balsam Pine	Yellow Pine	White Pine	Jack Pine	Larch	Cotton- wood	Cypress
Cranbrook.....	3,031,768	65,510	18,570	.....	.....	1,220,858	28,447	.....	.....	.....	474
Fort George.....	70,386	149,753	1,306,527	6,834	253,053	.....	.....	170,906	.....	369	.....
Kamloops.....	4,036,580	255,607	445,066	34,344	54,118	69,025	.....	.....	.....	.....	.....
Nelson.....	678,626	1,281,455	8,259	708,525	.....	125,000	237,975	.....	530,671	53,500	.....
Vernon.....	1,406,350	37,275	21,123	.....	.....	198,207	29,852	.....	383,622	.....	.....
Total Interior.....	9,223,710	1,789,600	1,799,546	749,703	307,171	1,613,090	296,274	170,906	1,767,971	53,869	474
Island.....	5,773,478	1,193,138	1,154,680	1,716,306	.....	.....	.....	.....	.....	14,847	.....
Prince Rupert.....	.....	195,365	10,586,948	92,830	108,698	.....	.....	.....	.....	169,952	.....
Vancouver.....	32,506,762	14,800,397	4,348,106	4,870,005	505,372	.....	179,926	.....	.....	184,799	.....
Total Coast.....	38,285,240	16,188,900	16,089,734	6,679,141	614,070	.....	179,926	.....	.....	238,668	474
Total for B. C.....	47,508,950	17,978,500	17,889,279	7,428,844	921,241	1,613,090	476,200	170,906	1,767,791	238,668	474
Total all species.....	95,993,943										

BRITISH COLUMBIA LUMBER FINDING FAVOR IN EASTERN CANADA

One of the outstanding features of the lumber industry of Canada during 1918 was the rapidly growing demand in Ontario, Quebec and the Maritime Provinces for British Columbia forest products, says "The Canada Lumberman." Douglas fir, western, pine, red cedar, mountain spruce, gray fir and larch, there are half a dozen firms in Toronto who specialize in these lines, being direct representatives of B. C. mills, while there are also a number of wholesalers in Montreal who deal particularly in western wood products. It is interesting to note that the pioneer mill in B. C. to introduce their products in the eastern market was the B. C. Mills, Timber and Trading Company, of Vancouver, who were not only pioneers in the market but also one of the earliest manufacturers on the Pacific Coast.

The first shipments made were of Douglas fir timber, which was a quarter of a century ago, to be used for the construction of lock-gates and dredge anchors. This timber was to be employed building lock-gates on the Cornwall Canal in 1893. The contractor had frequently spoken of the difficulties he had to overcome to get the consent of the Government engineers to use Douglas fir in the place of white pine, which wood had done duty ever since lock-gates were built. Owing to the size of the gates and the extreme difficulty in procuring white pine at that time, some other wood had to be secured as a substitute. The contractor recommended the use of Douglas fir, but had to give his personal guarantee as to its suitability before final consent was obtained from the Federal Government. An interesting incident is that ever since that time Douglas fir has been used wholly in the building of lock-gates.

In 1893 one of the mills in British Columbia loaded a sailing ship with a full cargo of fir timber and lumber, sending her around by Cape Horn. The vessel arrived in Montreal in the spring of the following year and unloaded in the Lachine Canal, the freight being about \$10.80 per thousand feet, whereas to-day the freight charges are from \$22 to \$25. This was the first cargo of fir ever brought to Eastern Canada, and the only one from the Pacific Coast until the spring of 1915, when three large cargoes were brought by a Montreal firm via the Panama Canal.

Naturally, when B. C. forest products were first introduced in Eastern Canada it was a hard up-hill fight for a long time. There were many prejudices to overcome as both red and white pine timber were plentiful in Ontario and cheap, so that low prices offered by the B. C. mills were the only inducement the representatives had to present as well as being able to supply the larger-sized timbers at reduced figures. In comparing present prices with those of 1896 fir timber, fir finish, fir stepping, clear cedar and XXX red cedar shingles there has, owing to the extra cost of labor, logging, sawing, transportation, etc., been an advance of approximately 100 per cent. and still the demand keeps growing. The B. C. lumbermen's best market in Eastern Canada up to the present has been the manufacturing

towns, but Montreal also consumes a large quantity of B. C. stock, with a growing demand.

B. C. salesmen report increasing business from frequent visits to Quebec and Maritime Provinces, although trade is quiet at present.

The red cedar shingle is a household commodity in the east and is generally regarded as the best shingles produced anywhere. The standard XXXXX and XXX are easy to sell and the record of service, worth and durability of this class of roofing is widely known. Now that the war is over it is probable that the one great barrier to more extensive marketing of western stocks, namely the distance of 3,000 miles, requiring from four to five weeks for deliveries may be overcome by reason of cargo shipments from the Panama Canal and distributing centre, which may be established at convenient points in Eastern Canada.

MAJOR RETTALACK PUBLIC UTILITIES COMMISSIONER

Major J. L. Rettalack has been appointed to the position of Public Utilities Commissioner for British Columbia. This appointment is under the Public Utility Act passed at the last session of the Provincial Legislature. Major Rettalack has had an extensive experience in railway construction, general business and mining; the latter, during recent years, he has followed with considerable success. The salary of the Commissioner is fixed by the Government at \$7,500 per year.

VICTORIA BANK MANAGER GOES TO WINNIPEG

Mr. J. A. Taylor, for eight years manager of the main branch of the Royal Bank of Canada in Victoria, has been transferred to the management of the Portage Avenue branch of the same institution in Winnipeg. His going is regretted by a large circle of friends in Victoria.

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