

and the greatest belt that the earth had ever known, in Michigan and Minnesota, had been wiped out by the axe and fire until at the present day the conditions resembled those of the prehistoric east, where the forests were wiped out and the deserts now mark where the waving trees stood.

In the Southern States and on the Pacific Coast there was a big supply, but it would not last long. Canada, therefore, and particularly the great north, Ontario and British Columbia, must meet the demand, and at that, Ontario with her thirty billion feet of white pine, played a small part, as this would but for six years stand the onslaught that was made in Michigan and only some years longer stand the present rate of use.

On the great north and the Pacific Coast with its Douglas fir Dr Clark looked to deal with the whole world. Transportation was made the great problem, but in a few years with the Hill road, the G. T. P. and the C. P. R., the timber would come out in large quantities. Later, too, the Panama Canal would permit of steamship routes with all ports of the world, whereas now only sailing vessels could afford to make the trip around the Horn.

"Province," Vancouver, B.C., August 19th, 1908.

American Discusses Great Value of Coast Timber.

Alabama Railway Magnate Urges Measures Here to Prevent Waste.

Valuable Object Lesson.

Ten Years will Witness Exhaustion of Yellow Pine in Southern States.

"In its standing timber British Columbia has an asset of almost incalculable value. If the people of this province and the Pacific Coast States generally would only realize this they would adopt the most stringent regulations for fire protection, and enforce methods tending to preserve the present ruthless waste in connection with lumbering operations," said Col. E. L. Russell of Mobile, Ala., to The Province at the Hotel Vancouver to-day.

Col. Russell is the vice-president and executive head of the Mobile and Ohio Railway, which extends through Alabama, Mississippi, Tennessee and a portion of Illinois to St. Louis, Mo. The system has a mileage of twelve hundred miles, and taps large lumber and mining regions of the Southern States. He has made a study of the lumber industry as well as other features of the economic life of the large territory tapped by his railway. He is now on his way home via the Canadian Pacific Railway after a tour across the continent over the Northern Pacific. The colonel is travelling in a private car and is accompanied by his family. Stops will be made at various resorts in the Selkirk and Rockies.

Importance of Lumber Trade.

"The Mobile & Ohio the year before last showed gross earnings of eleven million dollars, twenty-five per cent. of which was derived from the carriage of lumber. What bearing has that on the preservation of the timber wealth of British Columbia? Well, just a little lesson this province may gain from our experiences in the south. The cutting of our yellow pine areas has been going on so fast that the industry will not be a factor eleven or twelve years hence. Lumber from the Pacific Coast meets ours in competition in the middle west. Do you realize what Pacific Coast timber will be worth when our forest wealth, little more than a decade hence, will be a thing of the past? Of course, the financial panic created a temporary lull in the lumber markets, but already conditions are getting back to normal. Lumber is the first to feel the effects of tight money and the last to recover. It is therefore significant, that the demand for cars last month showed a marked increase over the previous six months. I take it that times will improve rapidly all over the country despite the impending presidential election. So assured are railway managers over the outlook that they are getting ready for a big freight movement. The south will be the first to feel the revival, as the cotton, grain and tobacco crops will be very abundant.

Twenty years ago timber down south could have been bought for a mere song. I know of an instance where a party recently refused \$30 an acre for a thirty thousand acre pine tract that was acquired not many years ago for \$1.50 an acre.

Changes in Eleven Years.

"Vancouver has made giant strides since my last visit here eleven years ago. Its future as a seaport is second to none on the Pacific. There is no escape from this conclusion owing to the city's geographical sit-