

ity being satisfactory and capable of expansion, while, he adds, there is an abundance of raw material to be found in the southern interior. Thus, the writer states, he has discovered in the Meola Basin several important roads of limestones, large deposits of Fuller's earth and other clays, abundance of marl, diatomaceous earth, large deposits, of hematite, and with the coal measures known to exist in the valley, the wonder is, he remarks, why these resources are not developed instead of lying idle and practically unlocated, with only about 100 families in the centre valley.

THE LUMBERING INDUSTRY.

THE special correspondent of the *Winnipeg Commercial* states that since the first of the year there have been some 400 licenses applied for. At this rate it has been estimated that all the timber west of the Cascades would be taken up in about twenty years' time, as there are now but 4,500 square miles of timber on Vancouver Island not taken up, and some 16,000 acres on the west coast of British Columbia. These figures are said to be official. North of the 52nd parallel no timber has been taken up, except a small amount near Queen Charlotte Sound. Thus it will be in that far north country that British Columbia will look for her base of supplies in the timber line in the distant future. The timber is not so good, but can certainly be utilized.

The Provincial Government is still considering the amendments to the timber laws. It has been ascertained from one of the prominent members of the Loggers' Association that the concessions asked for by the loggers will all be granted with one exception, and that is that the licenses will be doubled in price. In other words the Government will charge \$200 a year instead of \$100 to cut timber off of a square mile of government land. This price, however, is not to be charged according to the present intentions of the Government to those operating east of the Cascades. The mill men east of the Cascades give us an excuse why they should be treated more leniently than coast lumber men—that the timber was not so plentiful as it was west of the Cascades and was smaller in size. The west coast timber men, however, say that they are nearer the overland markets east of the Cascades. In fact, petitions are going into the Government from mill men and loggers protesting against any discrimination being made and requesting, in the case of loggers, that the license be not increased. The Government have definitely agreed to make the special licenses renewable and transferable.

At a meeting of the shingle manufacturers held last month it was decided that owing to better conditions prevailing that it would not be necessary to close the shingle mills of the province to curtail the output. The scarcity of cars is not so serious and the scarcity of labour was not so serious a handicap as formerly, as labourers were coming in daily from the Sound and the Eastern States, attracted to the province by the accounts in the press of the scarcity of labour and high wages.

The Ontario-Slocan Lumber Company, of Slocan City, commenced the manufacture of shingles in May. The company is now planning the erection of big lumber and planing mills.

Some half a million feet of sawlogs were destroyed by fire at Wardner, East Kootenay, on May 14th, the new sawmill, however, fortunately escaping damage.

The Yale-Columbia Lumber Company has commenced the erection of a new sawmill at Cascade with a daily capacity of 40,000 feet. Dry kilns, planer, trimmers, lath and other machines are to be operated.

British capital is being heavily invested in timber at Trout Lake, extensive limits having been acquired and arrangements effected for the immediate erection of a large mill. The Pingston Creek Lumber Company also propose to build a mill in the same locality.

A good deal of excitement was created by an announcement in the official *Gazette* to the effect that nearly all the timber lands on Vancouver Island, not taken up, had been reserved for a concern known as the Island Power Company. It appears, however, that the boundaries of this reserve were

wrongly set out, the mistake originating in the Lands and Works Department.

SEALING REGULATIONS.

INSTRUCTIONS have been prepared by the Treasury Department of the United States Government for the commanders of the revenue cutters constituting the patrolling fleet for the coming season which are based on important information received by the department concerning which certain Canadian sealing vessels are alleged to have made with a view to the violation of the terms of the Paris award, both as to time and manner of taking seals. Arrangements are said to have been made to fit out several Canadian schooners with firearms, ostensibly for the purpose of hunting seals in the Japan seas, but in reality with a view to taking skins in the eastern part of Behring Sea before the beginning of the open season.

The use of nets, firearms and explosives in Behring Sea is forbidden by Article VI. of the Paris award, but it is also provided by that article that "this restriction shall not apply to shotguns when such fishing takes place outside of Behring Sea during the season when it may be lawfully carried on."

In view of the information which has reached the department and which has been confirmed by careful investigation, special instructions have been prepared for the commanders of the patrolling revenue cutters, in which emphasis is placed upon certain features of the regulations promulgated in accordance with the Paris award. The provisions to which attention is especially directed embrace the following reference to the Act of December 29, 1897:

"Under the provisions of the foregoing Act of Congress it is unlawful for any citizen of the United States or any vessel thereof to engage in pelagic sealing at any time or in any manner in the waters of the Pacific Ocean north of the thirty-fifth degree of north latitude, in the Behring Sea and the Sea of Okhotsk, and it shall be the duty of vessels of the revenue cutter service of the United States to seize any United States vessel found violating this law, whether during the open or closed season prescribed in the regulations of the Paris Arbitration Tribunal, and to send or bring such vessel, its officers and crew into the most accessible port of the United States for trial."

Because of the reports concerning the plans of certain Canadian sealers attention is especially called to the following notice promulgated by the Secretary of the Treasury and referring to the Paris award:

"The above regulations of the Paris Tribunal of Arbitration are still in force as applicable to British vessels. The close season for pelagic sealing is therein fixed from the first of May to the thirty-first of July, both inclusive, during which period it is unlawful for British vessels to kill, capture or pursue the fur seals on the high seas in the Pacific Ocean north of the thirty-fifth degree of north latitude, or eastward of the one hundred and eighth degree of longitude. Under said regulations British vessels are permitted to engage in pelagic sealing after the thirty-first of July, but in the performance of said sealing they are forbidden to enter a zone within sixty miles around the Pribilof Islands. It shall be the duty of vessels of the revenue cutter service detailed to patrol the waters above described to seize any British vessel found violating the said regulations of the Paris Arbitration Tribunal, and send or bring the vessels so offending, with all persons on board, together with the proofs and declarations of the officer making the seizure, to Unalaska, and deliver her to the senior British naval officer present, or to the most convenient port in British Columbia, and there deliver her to the proper authorities of Great Britain, or to the commanding officer of any British vessel charged with the enforcement of said regulations."

The patrolling fleet for the coming season will consist of three vessels—*Bear*, Captain Wilde; *Manning*, Captain McClellan, and *Thetis*, Captain Healey—that will cruise throughout the season patrol duty only, and three others—the *Perry*, Captain Failing; *Rush*, Captain Fengar, and *McCulloch*, Captain Coleson—which will co-operate from time to time when not employed on other service. Instructions have been issued