

ensure that the question will be handled in an adequate way.

#### Methods Used in United States

It is so evidently serious in the United States that they have organized, in a broad way, to stimulate the production of wood, and, if necessary, to fall back on wood fuel to relieve the demand for coal. In view of the United States being compelled to take action to produce more wood, it is no less necessary that Canada should also take steps, in view of the fact that we have to get our anthracite coal from the United States. The United States have a federal fuel administrator and State fuel administrators. Under each State fuel committee they have local fuel committees in different cities and municipalities. In some cases the cities or towns have gone into the wood business direct, while in other cases they are having the matter provided for by each farmer cutting more wood and bringing it in for local storage, and later for use. Action is being taken with a view to saving on railway transportation, or, in other words, they are trying to get the farmers who have the wood supplies close at hand to depend on their own wood supplies instead of going to the nearest city for coal. The same thing applies to smaller towns where wood can be secured in the vicinity, depending on teams to haul instead of railways. This will have a great effect in relieving the car shortage, which at the present time is serious. There are a number of cases where the situation might be handled locally along these lines in our Canadian towns and municipalities. The use of machinery to relieve the demand for labor must be encouraged, also the use of power saws instead of hand labor for chopping and sawing wood. Two men could do the work of five or six by the use of machinery, and in some places motor trucks could haul wood during the summer when the roads are good. People ought to be encouraged to lay in a reserve supply of wood during the summer months when transportation can be secured instead of waiting till winter comes and delivery becomes difficult. In some cases it may be perfectly feasible for someone to buy stumpage on a block of bush and arrange for labor to cut and deliver it. There are a great many ways to work the matter out. No one can come in from the outside without having made a careful study of all conditions and advise just as to what one ought to do. The people in each locality know best their own conditions, and know what best to do under those circumstances. They must be made to realize at once the seriousness of the situation and make provision for next winter. In some cases it may be feasible to get wood from Crown lands, but it will be found that the Crown timber lands are so far away from most places that the freight charges would be prohibitive, and hence it would be more feasible, as a rule, to depend on local supplies of wood. With reference to wood being secured from Algonquin Park, the government offers free stumpage, but it would probably be more feasible in many cases to get wood cut in the vicinities of the cities or towns.

"In closing I would emphasize that some action should be taken to bring about the formation of a special organization from the Dominion down through the provincial to the municipal governments. Such an organization would be in a position to study local conditions, and then a further meeting might be held with a view to getting together representatives from all over the province and arousing the interest of the citizens to the necessity of preparing so as not to suffer severely next winter."

(To be Continued.)

### PERSONAL NOTES

MR. R. BODELL, who was supervisor of the Great North-West Telegraph Company, died recently at his home, 28 Kennedy Avenue, Toronto.

MR. F. C. WADE, K.C., recently appointed agent-general for British Columbia in London, England, has left Vancouver to take up his new duties.

MR. A. E. WARREN has been appointed to the position of general manager of western lines of the Canadian Northern with headquarters in Winnipeg.

MR. WM. A. MENTON, a prominent Toronto lawyer, died on the 17th inst. He was formerly a member of the firm of Callahan and Menton, barristers.

MAJOR J. M. DAVISON who, for some years has been in the insurance business, has become associated with the Fidelity Agency Corporation, Limited, Toronto.

MR. M. H. MACLEOD, who, for a number of years has been general manager of Canadian Northern lines west of Port Arthur, has been appointed vice-president of the entire system. His headquarters will be in Toronto.

MR. VICTOR L. W. HARBER, assistant manager of the Financial News Bureau in Toronto, died with pneumonia. Mr. Harber was with the news bureau for many years, starting with the firm soon after the service was inaugurated in Toronto.

MR. P. G. MIGNAULT, K.C., of Montreal, has been appointed to the bench of the supreme court of Canada, in succession to Sir Louis Davies. Mr. Mignault, in consequence, has resigned as a member of the International Waterways Commission.

MR. A. B. CLABON, chairman of the Vancouver Chamber of Mines, who has been interested in the deal whereby the Wolsely claims have been taken over by the Eastern Syndicate, was instantly killed on October 16th, by falling over a precipice at Silver Creek.

SIR CHARLES FITZPATRICK has resigned the Chief Justiceship of the Supreme Court of Canada, and has been appointed Lieutenant-Governor of Quebec, in succession to the late Sir Pierre Evariste Leblanc. The vacancy in the Chief Justiceship has been filled by the appointment of Sir Louis Davies, whose promotion will necessitate an early appointment to the Bench of the Supreme Court. In accordance with the provisions of the British North America Act, this vacancy will be filled from the province of Quebec, which requires that at least two members of the Supreme Court shall be appointed from among the judges or barristers or advocates of that province.



MR. F. R. GRAHAM,  
of Graham, Sanson and Company, Toronto, who has been  
elected a member of the Toronto Stock Exchange.