

England's Famous Forests Sacrificed To War Needs

Nature Wears Another and Severer Aspect in the Once Splendidly
Wooded Sections of Britain; Munition Workers
Contribute an Airplane

Although the Germans have not set foot in England and the horrors of invasion have been spared the country, nevertheless its natural aspect is undergoing a great change due to the war. The beautiful woodlands, forests, woods and groves that for centuries have made the landscape of unrivalled beauty are fast disappearing under the axes of the government's lumbermen. It is only a question of time, according to the report of the forestry sub-committee of the Reconstruction committee, before the whole of the country's growing timber which is fit for commercial use must disappear. Even if every acre felled is replanted, it will be many years before the present outfit can be repeated.

It is estimated that by the summer of this year the government and the lumber trade will probably be converting trees into timber at the rate of 6,000,000 tons per annum. Indeed, the need of timber is so great and imperative that it is feared by the end of next year the government will have to cut all the remaining substantial blocks of mature coniferous timber in the country. And by substantial blocks is meant any patches of any size whatever, suitable for cutting. It is only too probable that this destruction of the beautiful woods of England will have to go on to the bitter end, as the demand for timber is a continuous and compulsory one so long as the war lasts.

Fortunately the government is taking all possible steps to replace the trees. These efforts are among the most notable feats of organization during the war. They have resulted in the transplanta-

tion of many lumbermen's camps from Canada, Newfoundland and the United States, where the forestry theories and practices of the far away virgin forests are being applied to English woodlands.

In the meantime the woods of England continue to go. What it means in a given district is illustrated quite close to London, at Farnham in Surrey, less than forty miles from the capital. This district has been bled almost as much as any in the south, and what has been done is but a foretaste of what must follow. For miles it is hardly possible to be out of sight of areas which have been completely cleared and are littered with freshly gashed and trimmed trees or of woodlands in which the standing timber is already marked for destruction. From Crooksbury to Tilford, to Churt by Farnham and back to Farnham, everywhere is the same picture of destruction; forests cleared except for a shelter belt to protect new saplings, entire woodlands gone save for a few marked trees, trunks, and logs in thousands lying where they fell and awaiting removal.

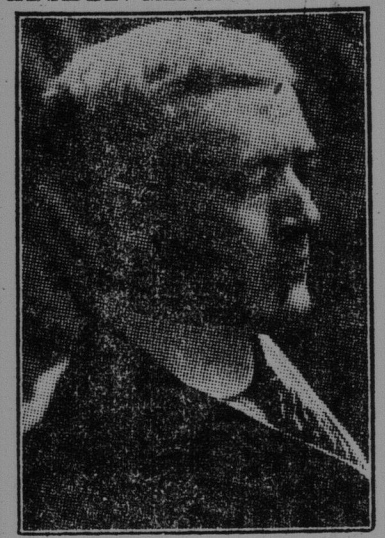
At Black Lake a new camp is being erected for Canadian lumbermen who will cut down the tall red tufted pines and lay bare a great swath of country from the Farnham road across the woods to Waverley and Moor Park to Crooksbury Hill itself. This is just one example of what is going on all over Great Britain, Wales, Scotland and the Lake country, that is, the Vale of Conway and the Vale of Llangollen, and certain parts of Cumbria, show the forest last most because whole mountains have been cleared and the destruction is most apparent on high country. In Devonshire great areas have been cut down to the north of Exmoor and many other localities, and several companies of the Canadian Forestry Corps are working in the country.

In the New Forest there has been a very heavy cut of the fine old timber. In Bedfordshire the woodlands of the Duke of Bedford and of Viscount Peel have suffered tremendously. Virginia Water, Windsor, Forest and the surrounding region have been cut over by Canadian lumbermen, who are also cutting near Wellington College and Sandhurst, as well as on the South Downs in Eastham Woods. In Suffolk and Norfolk, the forests are not spared. The woods of Beaulieu have been well cut out and the magnificent silver firs at Long-leat in Wiltshire, many of them six feet in diameter, are falling. From the magnificent high forest of Spanish chestnut trees at Welbeck Abbey at least a million trees are to be cut.

Without having put foot on England the destructive influence of the Germans is seen in the disappearance of its incomparable woodland beauties. It has been largely due to its trees and woodlands that England has always ranked among the most beautiful of European countries. Its climate and its extraordinary variety of soil have been peculiarly favorable for the growth of trees of unusual variety. Its freedom from great extremes of heat and cold have made it the home of trees unknown in many parts of southern Europe. In its limited area a greater variety is to be seen than can be observed in immensely larger areas on the continent.

In a journey of fifty to eighty miles from London to the Channel one finds hedgerow elms, thorns and oaks of the meadows, silver birches, chestnuts and many conifers of the lower commons, the willows, alders and poplars of the

CANADIAN MEDICAL CONGRESS



Prof. Lewellyn Barker of Johns Hopkins University, Baltimore, Md., successor to Sir Wm. Osler in the chair of medicine at that university, will deliver the address in medicine at the Medical Congress in Hamilton. His subject is of special interest at the present time, as it deals with the significance of heart murmurs found in the examinations of candidates for military service. He is one of Canada's most distinguished sons, a native of Welland, Ontario, and a graduate in both arts and medicine of the University of Toronto.

valley; the ancient thorns and hollies of the higher commons; the beech-woods of the North Downs; the white bean, yew, juniper and box on the greens and ridges and the forests on mighty Scotch pines, silver firs, larch and the great oaks of the Weald; the conifers and chestnuts of the Hastings and forest regions, and then the elder, ash and thorn of the eastern end of the South Downs, and the beech, birch, sweet chestnut, ash and mighty yew at their western end. And this variety is not only typical of the nearby counties, but more or less of all England, Scotland and Wales.

With the exception of certain exotic trees brought here and there, perhaps by the Romans, it is pretty clear that the trees down in the seventeenth century were all native. In that century the conifers were introduced, and Develyn, a great authority on British forestry, included in his list the Scotch fir, the only native of the family, the silver fir, the yew, the spruce, the larch and the pine. In the eighteenth century large plantings were made of the larch. This introduction of the larch and other conifers not only added new features to the beauty of the English woodlands, but also has proved to be at great a resource of England at war as the hearts of oak of old.

While most of England's woodlands had been created primarily for game covers and landscape effects, state forests have for centuries been cultivated to meet the needs of the navy. The oak of the Forest of Dean has been known as the best ship timber in the world, and English oak is still the finest for that purpose, while the best of the soft woods, spruce and pine, is second only to the finest woods produced in northern Europe.

The munition workers of Scotland have broken the majority of the records that have been set up by investors in war bonds. They were not easily satisfied by government assurances as to post war restoration of their trade conditions in the early days of the war, when war assurances in every case, then they worked night and day in an endeavor to beat the record output.

Since the opening of the German thrust they have given up holidays, worked longer overtime and sunk their spare cash in war bonds. They have now gone one better in the town of Georgetown, Renfrewshire. The workers in a munition factory there have been chatting on the subject of helping the war along and have decided that the purchase of an aeroplane would indicate their desire to help and their regard to those who are fighting at the front.

They started a fund and paid in sums between sixty cents and \$1.80 every week, according to the amount of their earnings, organized a fancy fair, concerts, cinema entertainments and a fancy dress ball to raise the necessary funds and realized a sum in excess of the needs. The aeroplane has been presented to the Royal Air Force and Winston Churchill has written an official appreciation of their patriotic action in presenting the battle plane.

FINDS NEW YORK TRAFFIC HEAVIEST

Tests Show More Vehicles in
Transit Than Even in London

(New York Times.)
Dr. John A. Harris, Special Deputy Commissioner of Traffic, said yesterday that New York City presents more traffic problems of a serious nature than any other city in the world. Since his appointment, a few weeks ago, Dr. Harris says he has made as scientific a study as possible of the problems confronting him, and he has suggested several improvements, some of which will go into effect soon.

One became part of the traffic law last week, when the Board of Aldermen passed an ordinance permitting physicians who apply for special cards, which may now be obtained of the police department, to park their cars for a reasonable length of time in crowded thoroughfares when on professional duty. Dr. Harris expects to make an experimental

test of his plan to relieve the congested theatre traffic in the Forty-second street block between Broadway and Eighth Avenue.
To familiarize himself with actual traffic conditions, the Commissioner had a tabulated count made a few days ago of the number of vehicles, both horse and motor, passing seventeen of New York's busiest corners from 8.30 a. m. to 6.30 p. m. He contrasted with a similar count made during a twelve-hour period on seventeen of London's busiest corners just before the war. These statistics show that Columbus Circle is the

heaviest traffic centre in New York, the count made for Dr. Harris aggregating 88,210 vehicles for one day, while London's busiest corner prior to the war, at the Ritz Hotel, Piccadilly, witnessed the passage of 28,783 vehicles for a twelve-hour period. Columbus Circle traffic, therefore, for a period two hours less than London's most crowded centre, exceeded the latter by nearly 10,000 vehicles.

Times Square, at Broadway and Forty-second street, furnished the second largest number of vehicles for a ten-hour day, 19,650; the Fifth Avenue and Forty-second street corner came next, with 18,900; Central Park West and Seventy-second street showed 18,710; Fifth Avenue and Fifty-seventh street, 17,880; Pier 25, North River, foot of North Moore street, was the sixth busiest traffic centre with 17,512 vehicles, and Bleeker and Lafayette streets seventh with 16,412. Other busy corners were Fifth Avenue and Thirty-fourth street, Broadway and Thirty-fourth street, Fourth Avenue and Twenty-third street, Park Avenue and Sixtieth street, the Queensboro Bridge approach, Eighth Avenue and 110th street, and Seventh Avenue and 123rd street.

The total amount of traffic for New York's seventeen most congested places was 274,805 vehicles, while London's seventeen corners showed 235,932, an excess for New York of 38,873 during ten hours, as against a twelve-hour count for London.

ONE LITTLE GERMAN MISTAKE.

(New York Evening Post.)
Ex-Ambassador Gerard in his new book about Germany enumerates the er-

rors that have brought Germany to her present pass. One in particular is worth quotation:
"The belief by the general staff that the British colonies would render no assistance to the mother country."

"In the first days after England entered the war many German statesmen said to me, 'Of course, now Canada will be incorporated in the United States.' The Germans believed that the practical thing, for the moment, for the Canadians was to avoid war, to disavow all their

obligations and ties of blood and permit Britain to be destroyed. The general staff thought that because the world did not have actual proof of the German designs of world conquest, because that design had not been publicly proclaimed, that no people or nation would either know or understand the vast enterprise of conquest on which Prussian autocracy had embarked."

France has cancelled orders placed in the States for 10,000 Liberty motors.

The Canadian Bankers' Association

Invites the Co-Operation of the Public
on Behalf of the Banks

Staffs Heavily Reduced by War

MORE than half the men in the banks of Canada are now on military service, and the number which remains is being steadily reduced.

Women clerks have been employed in thousands and have done splendidly, but they have not the experience of the men they replace. It would be out of the question to expect them to work as rapidly or with the same knowledge of banking as officers of many years training in the profession.

The drain upon the number of experienced officers has now reached a point where it is necessary to ask the public to take into consideration this decrease in efficiency, and to lighten, as far as they can, the burden thus thrown upon those left to run the business. Canada was never so busy as now and the volume of banking business is greater than ever before.

How the Public Can Help

Transact your banking business in the morning as far as possible, and as early as possible. Try to avoid a rush at closing time.

Do not draw any more cheques than are absolutely necessary. Instead of paying small accounts by cheque, draw the money in one amount and pay in cash.

Change in Banking Hours June 1st.

On and after June 1st banking hours will be: 9.30 to 2.30; Saturdays 9.30 to 12.00.

This arrangement will give the staff more time to complete the large amount of work which cannot be taken up until after the office is closed to the public.

Special Services Discontinued July 1st.

Certain services must of necessity be discontinued, for a time at least.

On July 1st banks will discontinue receiving payments for tax bills and the bills of gas, electric and other public service corporations.

The banks desire to render all essential services including many special ones arising out of the war. In order to do this they make this appeal for co-operation in the manner suggested above

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