

ways showed little interest in this subject they in this erred in common with all other interests from the governments down to the woodlot owner.

Practically all accomplishments in forestry in the United States and Canada have taken place in ten years and the most important within the last five years. Our forests are still far from safe, but governments and individuals are now active, and another ten years should remove the fire menace.

There are various reasons why railways have been too frequently the cause of forest fires. No spark arrester has yet been designed which will check all sparks and yet give the locomotive free draft. Logically all inflammable material should be removed from the right of way, but this is very difficult, especially in new railways through forests. The right of way is too narrow for a safe fire belt even if cleared to mineral soil.

There is no reason for the belief that railways deliberately permit fires to start. They are the heaviest losers when forests burn. They lose freight, and tourist travel, and are beset with damage claims. Under the impetus of the conservation movement in the United States, the federal and state governments, the timber owners and railways are now co-operating to reduce this loss.

The most effective methods are the removal of debris from the right of way, regular patrol, systematic reporting of fires by train crews, trackmen, etc., the use of oilburning locomotives, the keeping of ash-pans and spark-arresters in good condition. The clearing of land adjacent to the right of way with a fire guard on each side 200 feet from the tracks has been very successful.

During 1911 only one fire was reported as having been caused by the Pennsylvania Railroad Company, and this was found to have occurred beyond the range of sparks.

Mr. Sterling closed by quoting the resolutions of the Forest Fire Conference held in Portland, Oregon, in December, 1911. These recommended that all debris be cleared from rights of way, a track patrol both night and day during dry seasons; increasing of efficiency of spark arresters and the use of oil-burning locomotives in forest districts where practicable; that no ashes be dumped from trains in motion; that the furnishing of men from section crews to fight fires be expedited; that fires be reported by train crews at the first station passed; that there be co-operation between governments and railways both in preventing and fighting fires, and also in securing data as to conditions and as to best methods of meeting the problem in each locality.

Prof. John Macoun suggested the use of

brine as a preservative for wood, and Mr. Sterling observed that one United States railway company had some thousands of ties in pickle in Great Salt Lake.

Mr. G. C. Piché, Chief Forestry Engineer of the Quebec Department of Lands and Forests, then spoke briefly. He began by expressing the regret of Hon. J. Allard, Minister of Lands and Forests of Quebec, at his inability to be present at the convention. Mr. Piché then touched on different lines on which the province was making progress in forestry matters. In their province the re-organization of the forest service had been followed by the establishment of a forest school, and they were now going on to further measures. One of these was a combined forest and water-power service. Progress had been made in the creation of township forest reserves, which now numbered eleven, with a total area of 120,000 acres, and which they hoped soon to extend. Reforestation was also engaging their attention and next spring they hoped to start that work at Lachute and possibly at Berthier. Reduction of waste in methods of lumbering was also engaging their attention.

Mr. Ellwood Wilson urged the need for the establishment of a school for forest rangers, which would, in the course of a few weeks, give pupils some elementary notion of forestry along with matters involved in their daily routine, such as the management of canoes, etc.

Mayor Hopewell, of Ottawa, and Mr. R. D. Prettie, of the C. P. R. forestry department, were also to have spoken, but were detained.

The session adjourned at 12.30 p.m.

Thursday Afternoon.

The first business taken up at Thursday afternoon's session was the report of the nominating committee, which recommended the following as office-holders for the year 1910-11:—

Patron—H.R.H. the Governor General.
Honorary President—Rt. Hon. R. L. Borden.
Honorary Past President—Rt. Hon. Sir Wilfrid Laurier.
President—John Hendry, Esq., Vancouver.
Vice-President—Hon. W. A. Charlton, Toronto.

Territorial Vice-Presidents.

Ont.—Hon. W. H. Hearst.
 Que.—Hon. Jules Allard.
 N.B.—Hon. J. K. Flemming.
 N.S.—Hon. G. H. Murray.
 Man.—Hon. R. P. Roblin.
 P.E.I.—Hon. J. A. Matheson.
 Sask.—His Honor G. W. Brown.
 Alta.—Hon. A. L. Sifton.
 B.C.—Hon. W. R. Ross.
 Yukon—Geo. Black, Commissioner.
 Mackenzie—F. D. Wilson.
 Keewatin—His Honor D. C. Cameron.
 Ungava—His Grace, Mgr. Bruchesi, Archbishop of Montreal.