

vent them from leaving the squaw without any food. I almost had to use force to get them to start out for Byng Inlet. Ten miles distant we found a trail which helped us out and reached the mill at ten at night where we got plenty to eat and washed our hands and faces. The first time in two weeks. We were more like negroes than white men.

A few days before it looked like a physical impossibility to come out of our trials alive. I sent an Indian back to the squaw with four times as much flour as we used. I left our men here to rest up three or four days before proceeding.

Starting the Drive.

I was up bright and early next morning, as I knew I was urgently required to start the drives. I had a camp at Shawinager and started out on snow shoes that I borrowed. The distance from Byng Inlet to Shawinager through the woods was 45 miles, with no road or trail. At dark I was able to strike an unused government road which led to our camp, which I reached after everyone was in bed. I looked over this timber and works in the forenoon, (we were getting out what was called Tona-wanda timber, which was got out the full length of the tree; in the summer I towed this across Lake Huron to Detroit), and took one of the teams to carry me to Rosseau, which I reached after midnight.

The winter roads had broken up and I could not get anyone for love or money to take me to Bracebridge, Muskoka district, my objective point, so I started out on foot again for a 35 mile tramp. I remember the mud was ankle deep in places and with dirty clothes and deer skin moccasins, I certainly was a "tough" looking tramp. Next morning I was busy hiring men for the drives for the various camps, apparently none the worse after about as hard an experience as few lumbermen, even in those rigorous days ever had.

EAST VALUES B. C. WOOD

1916 witnessed a remarkable increase in consumption of B.C. lum-

ber in eastern Canada, the quantity sold in the east in 1916 being almost double that of previous years—a most satisfactory showing in a competitive market such as this where native and imported woods are readily available.

Energetic educational work has been carried on by the B.C. Forest Branch in Eastern Canada for the past 18 months, resulting in a wider knowledge and appreciation of the excellencies of British Columbia woods and a better understanding by our mills of the requirements of the eastern market. This market should show substantial increases from year to year and be of great value to our industry. With the return of normal shipping conditions it is hoped to establish a cargo trade from British Columbia to eastern Canadian ports via the Panama Canal.

—*B. C. Official Report.*

TROOPS USED IN FOREST FIRES

The forest fire situation became very acute in August and early in September, due to the fact that there had not been any rain for nearly seventy days in the western part of Oregon and Washington. Forest fires were becoming alarmingly prevalent. In Columbia county, as an example, experienced state fire wardens soon became aware of the fact that the men whom they were receiving from the Portland employment offices were in themselves a menace and were actually setting fires. Incendiarism was becoming rife.

Upon application to Governor Withycombe of Oregon, Colonel C. E. Dentler, commander of the Northwest department of the United States Army, was appealed to and under the direction of Hugh Henry, manager of the Oregon Forest Fire Association, small bodies of cavalry and motor patrolmen were distributed throughout the forest regions of Oregon. The results were very gratifying. Not only was incendiarism brought to an abrupt close but in one or more instances the soldiers actually assisted in the putting out of the fires.