

**Canadian National Railways
Greatest Carriers of Forest
Products in the World**

THE LINES of the Canadian National Railways are the greatest carriers of forest products of any railway system in the world.

The latest record covering twelve months shows over 11 million tons of lumber, pulpwood, logs, posts, ties, and paper.

This compares with 5 million tons carried by the Canadian Pacific.

The total traffic supplied by the forest to all railways for twelve months was in excess of 22 million tons.

No Canadian commercial interest is so intimately identified with the safety of the forests as a railway carrier. From the millions of wooden track ties, the scores of thousands of telegraph and telephone poles, the fifty to sixty million feet of lumber for buildings and repairs, a modern steam road is a forest creature and cannot run a mile until it first has called on a timberland for essential supplies.

The future of the public owned Canadian National roads is so intimately tied up with maintenance of the forests along its lines that experts look upon every forest fire in Canadian National territory as having the most serious possible bearing upon the earning capacity of the system.

With every timber tree taking on new value in a rising world market, the forest resources which the C.N.R. taps throughout such a large part of its territory promise to develop freight traffic far beyond anything as yet realized. The "fly in the ointment" however is the fearful record of forest fires, most of them set by campers, fishermen, prospectors, etc., which are ruining the timber resources nine to ten times as fast as they are being cut. Although millions of tons of pulpwood have been cut and shipped on Canadian railway lines, probably nine times as much has been destroyed by human-set fires.

The sportsman, the prospector, the settler and all other users of the woods have the power to maintain or destroy the future revenues of the Canadian National Railways from forest products. This does not take into consideration the menace of forest fires to tourist traffic for, after all, the tourist patronizes Canadian railways because of the lure of the woods and not to inspect our city streets or our factories.

SMOKE

in
 $\frac{1}{2}$ lb.
tins



and
15¢
pkts.

OLD CHUM

The Tobacco of Quality

Forest Fires and Unemployment

THAT unemployed workmen are walking the streets of Ottawa and Hull today because forest fires set by thoughtless citizens have made the water powers of the Chaudiere mills no longer reliable, is the statement of Mr. Robson Black, manager of the Canadian Forestry Association, in an interview.

"A great part of the forest destruction on the numerous watersheds drained by the Ottawa has been unnecessary. The axe has not taken one tree to ten killed by fire. In very few cases of careful logging does the operation seriously affect the storage capacity of the region, but when fire comes and the soil is swept bare, the 'run off' amounts to a torrent in Springtime and but little water is available at the seasons when the turbines most require it.

"Because timber regions were burned down by campers, settlers, prospectors and others in the upper wa-

ters of the Ottawa, some of the chief local industries have been forced to buy part of their pulp from Eastern Quebec at double the price at which they could manufacture the same article, and Ottawa employees are thereby out of a job.

"A pulp and paper mill is just the agent of the Forest. To kill a forest by careless acts with fire is a body blow at the security of water powers and the raw material on which the mill exists and pays wages. Every forest fire must be paid for and we see who actually does pay the price when workmen are turned loose. Prospectors searching for non-existing minerals destroyed twenty years' supply of pulpwood for one Ottawa company. Such acts of legalized vandalism will do more to send skilled workmen to the United States than can be counteracted by any quantity of immigration propaganda."