

course into the greatest possible conformity with actual operations and conditions, and so make the graduates increasingly valuable to the lumbering industry. The members of this advisory committee would represent, respectively, (1) the eastern, (2) the central, and (3) the western districts of the province.

#### QUEBEC NOTES.

Bulletin No. 2 of the Forest Service of the Province of Quebec will be issued shortly. It will consist of a general description of the forests of the province. Bulletin No. 1, the list of sawmills and other wood-using industries, will be revised and re-issued, the industries being classified by industries as well as places.

A co-operative arrangement has been entered into by the Dominion and Quebec (Provincial) Governments for the joint collection of statistics in regard to wood-using industries.

#### CONCRETE TIES INFERIOR TO WOOD.

Mr. L. M. Ellis, Assistant Superintendent of Forestry for the Canadian Pacific Railway, has been securing data regarding the use of concrete ties as compared with wood. The Chicago and Alton Railroad has found concrete ties distinctly inferior, as given in a letter to Mr. Ellis. The Chief Engineer says:—

'There were 60 concrete ties placed in the track in October, 1903. They were placed in the track and ballasted with stone, where they had good drainage and were kept in good surface. In 1906 there were 12 concrete ties changed out; in 1911, 32; in 1912, 10, and 1913, 6. These ties were changed out on account of crushing and breaking down under the rail and unsafe to remain in the track. Ties were constructed of cement, iron girder and oak block. There were two blocks of concrete 7" thick, 9" wide and 3' long. There was an iron girder that ran through the blocks that was 2" thick and 2" wide; there was an oak block 3" thick and 10" wide and 24" long, set on top of the concrete tie to use for cushion of rail and to spike rail. There was a wooden plug in the concrete to hold the spike to place.

'These ties weighed about 450 lbs., and when track was surfaced the ballast had to be dug out from between the ties. If this was not done the rail would lift up and ties would stay in ballast on account of their weight. When track heaved slightly in the winter it caused track to become slightly uneven. The ties under the heavy part of the track would crush and break, and this left the track unsafe. We were compelled to place oak track

ties between the concrete ties to hold track to gauge. After the six years' test I have concluded that concrete ties of this make are a failure.'

#### C. S. F. E. DISTRICT EXECUTIVE COMMITTEES.

The "District Executives" provided for at the last (1914) annual meeting of the Canadian Society of Forest Engineers have been elected as follows:—

Ontario.—Clyde Leavitt, chairman; T. W. Dwight, J. H. White.

Quebec and Maritime Provinces.—G. C. Piché, chairman; A. Bedard, R. B. Miller.

Prairie Provinces.—N. M. Ross, chairman; L. M. Ellis, W. Alden.

British Columbia.—H. R. MacMillan, chairman; D. R. Cameron, W. J. VanDusen.

#### NEWS OF FOREST WORK.

Survey parties are beginning to come in from their season's work, and other field work for the year is nearing completion. *The Canadian Forestry Journal* desires to get from leaders of parties and other foresters notes of their work, and items of interest to foresters generally. Address, James Lawler, Editor, *Canadian Forestry Journal*, Journal Building, Ottawa.

#### CAMPBELL-RUSSELL.

Mr. Roy L. Campbell, B.A., B.Sc.F. (Toronto, 1914), son of Mr. and Mrs. A. C. Campbell, of Ottawa, was, on Sept. 9, married to Miss Helen Russell, B.A., daughter of Mr. and Mrs. Thomas Russell, of St. Mary's, Ont. The wedding was solemnized by Rev. R. Fowle, of Collingwood, uncle of the bride. Miss Jessie H. Russell was bridesmaid, and Mr. Gordon Bole, B.A., of Winnipeg, groomsmen. Mr. and Mrs. Campbell have taken up their residence in Montreal, where Mr. Campbell is the editor of *The Pulp and Paper Magazine*.

#### OUR FEATHERED HELPERS.

The birds not only make our woods, forests and parks more beautiful and enjoyable, but they are of the greatest practical value from an economic viewpoint. They are the greatest foes of, and protection against, the insects, which annually destroy or injure crops and trees to the value of hundreds of millions.—Rochester Times.