

tating against it being used in a more general way. Until recently the transportation of lumber has almost entirely been left to sailing vessels, but steam is now competing for the business, and when by this means these distant markets can be reached more quickly, we may confidently expect our trade with them to increase. With the expansion of the export trade it is interesting to note the increase there has been in the size of the vessels used. In the early days of the trade a vessel carrying over 400,000 feet was a large one, and to supply a cargo of a million feet was an undertaking so colossal as to make a mill manager stand aghast, while now it is a difficult matter to obtain vessels to carry such a small cargo, and steamers carrying 3,000,000 feet are not uncommon visitors.

Coincident with the increase in size of the vessels, has naturally been the increase in capacity, and improvement in the machinery of the mills, from the mill of early days producing 50,000 feet in which a great deal of manual labor was employed, to those of a capacity of 200,000 feet per day, equipped with all the latest machinery and labour saving devices, whilst the working day has been reduced from $11\frac{1}{2}$ hours to 10.

In 1886, when the Canadian Pacific Railway reached Vancouver, the output of the Coast mills of British Columbia did not exceed seventy-five million feet, and this year, including the shingle industry, will reach 525,000,000.

In that year the revenue arising from the forest was but \$3,768.00, while last year it amounted to \$578,748.00. In making this comparison, however, a large share has to be credited to the growth of the lumbering business in the interior of the province, which will be referred to more particularly by a later speaker. The development of the shingle industry has also greatly assisted this result, as at the commencement of the same period of twenty years, there were only a few machines in use supplying the local requirements and finding it difficult to supplant the old hand shaved shingle; there are now 155 machines in operation, capable of turning out one billion shingles per annum, and the excellence of our manufacture has not only obtained for B. C. shingles the trade throughout Canada, but has gained them a preference in the United States.

The increase in the manufacturing of lumber of necessity required an increased production of the raw material from the forests and an improvement in the methods of logging.

In the seventies, I think the only two mills having leases of timber land were the Hastings mill and the Moodyville mill, for which they paid the Provincial Government one cent per acre without any further dues, and the revenues could not have amounted to more than about \$600.00, from which it has increased as before mentioned to nearly \$600,000. Whilst these