

construction is undertaken, and the dispossessed population of Belgium, Northern France, and Russia are enabled to return to their former homes. Large quantities of lumber will doubtless be needed, but no official inquiries for timber for this purpose have yet been made. The devastated land must first be regained. Rumours now in circulation should not be taken seriously. When the timber is needed it may be expected that inquiries will be made through reputable timber merchants and brokers. The timber needed to rehabilitate the homes and industries of nearly 20,000,000 people will undoubtedly be beyond the resources of the timber exporting countries of Europe. Not even the Eastern Canadian supply available for export will be sufficient for the imperative demands of reconstruction. Stock will be needed in all sizes and qualities. There will without doubt be an unusual opportunity to extend the export of timber from Western Canada. The opportunity cannot be realized, however, unless the manufacturers have prepared for it by securing in London active agents of good standing who will represent them in competition with those who are handling timber from other regions.

Military Works.

The construction and maintenance of various military works within the widespread war zone furnishes a demand for large quantities of timbers, practically all of which are yellow pine or Douglas fir. Such material when needed is required on short notice, and is purchased by the contractors or Government departments from stocks in the hands of merchants here. Heavy planks and timbers are used in all sizes. Where sizes greater than 10 inches by 10 inches by 30 feet are required, Douglas fir is usually specified and purchased on account of its being cheaper in these sizes than yellow pine.

The Government departments endeavour to keep a stock of this timber for emergency work even in addition to the stock carried by the timber merchants. About ten cargoes are now purchased for delivery during the next five months which should, together with the stocks on hand, constitute a six months' supply. This timber is so essential that it will be purchased and transported at any freight rates. Further orders may be expected during the continuance of the war.

Shipbuilding Supplies.

The war has greatly increased the demands for shipbuilding timbers.

The stage deals upon which the workmen stand while the ship is being erected have always been supplied in Dantzig pine from the Baltic and Germany. The specifications require planks 2 inches by 12 inches, 25 feet and upwards, averaging not less than 30 feet, a proportion not exceeding 10 per cent. being 14 inches wide. They must be free from sap, shakes, injurious knots and defects. Between 8,000,000 and 10,000,000 feet of this timber is required each year in the Government and private yards. The price has been \$45 and \$50 per M feet b. m. Dantzig material being shut off now, Douglas fir is for the first time being specified in shipyards as being the only timber procurable in the required sizes. It is being found cheaper and stronger than the Dantzig material, and will probably be used permanently

though it is not liked so well by the workmen because of its greater weight.

Similarly Douglas fir is being used for shores or supports under vessels in the shipbuilding yards where Riga and Dantzig timbers were previously used. Douglas fir is preferred in some yards to yellow pine for this purpose, the yellow pine being thought to be too heavy and too brittle.

The demand for deck deals, 5 inches in width, 2, 2½, 3, 3½ and 4 inches in thickness, has increased, and will remain active so long as increased shipbuilding continues. This material sells c. i. f. at about \$15.50 per hundred lineal feet for the 4-inch, and \$11.60 for the 3-inch. It is purchased from merchants in the United Kingdom who carry stocks, or from agents or brokers representing Pacific coast producers or exporters.

Aeroplanes.

Pacific coast spruce, known to the trade as silver spruce, is the only satisfactory timber for aeroplane construction. Large quantities are being purchased continually to maintain the air service of the Allies. The quality demanded is absolutely clear and straight grained, 3 to 6 inches in thickness, 10-14 inches and up in width, 10 feet and up in length, but preferably over 18 feet long. One order for 800,000 feet has been placed; the price in London where all the stocks are carried has varied from \$170 to \$250 per M feet b. m.

This timber is purchased from merchants in the United Kingdom. The merchants buy direct from agents or brokers who represent Pacific coast shippers or exporters. Liner shipments of 50,000 to 100,000 feet b. m. are in demand.

Clear Pacific coast spruce in thin stock, one-half inch in thickness, is at times in demand for use in building certain types of naval vessels. Such stock is purchased from the supplies carried by dealers in Great Britain.

Railroad Sleepers.

The strictly war demands for sleepers is limited to the requirements of strategic railways. The War Office has appointed a Canadian buying committee, and all Canadian supplies will be bought through that committee. One inquiry for sleepers has been issued, specifying either Douglas fir or pitch pine, and sufficient quantities of both timbers have been ordered to fill the demands of the British War Office for some time so far as is foreseen at present.

An unduly large share of the orders for the increased supply of Pacific Coast timbers has been filled by the United States shippers. The reason is not to be found chiefly in a lower price quoted by the shippers of the United States. It is due in great part to the fact that there is a very much greater representation of Douglas fir and spruce shippers of the United States in London than there is of Canadian producers. This is so much the case than an overwhelming proportion of the Canadian mills have no contact with the London market excepting through the United States shippers. The inevitable result is that the Canadian mill hears of the London business only through the United States agent who in turn submits it to the buyer in London through his London correspondent. This course of business is unnecessarily indirect, and exposes the Canadian producer both to paying two commissions or profits, to making his quotations known to his competitors, and further prevents him from keeping in proper touch with the London market. It is very advisable that Canadian Douglas fir