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We have corrected our Mailing List to date and those having changes, either in date or address would do well to look at the same. It is almost an impossibility an impossibility to avoid errors and we earnestly request being notified immediately if any occur.

TREE IS NOW VALUABLE

SILVER SPRUCE WAS NEGLECTED FOR A LONG TIME

It Was Discovered to Be the Best Tree for Airplanes and the Demand of The Resident of British Columbia Forests Has Boomed Lumber Industry in This Province.

TO-DAY the silver spruce tree is king. Growing upon the Pacific slope in Washington, Oregon and Alaska and, best of all, upon the islands and the mainland of British Columbia, this tree, long a humble and obscure resident of the western forests, is now the most valued of woods.

Mahogany, teak and ebony, all these rich and proud timbers of other times, step back, give place and doff their hats to the giant conifer, for airplane builders have found this tree the one and only from which can be produced lumber which best answers the most exacting demands of the man-made bird-machines.

All in a few short months the silver spruce has leaped into the limelight. In former years under the various names of sitka, tidewater and giant spruce, this tree, which scientists speak of as piece stickens, brought \$15 per thousand feet board measure. In 1915 from British Columbia \$12,000,000 worth of it was logged.

It has long been in favor with box-makers, particularly for those intended for fruit carrying, as the wood is light, odorless, resinless and tasteless. It was also largely used for cofferage work and in the making of huge doors for freight sheds, docks and garages, where lightness of weight and strength of frame combined were a necessity. Under the name of silver spruce it was used much in buildings for framing, sheathing, joints, subflooring and sheathing. But now through the war all this is changed, and it has probably for ever passed out of this class and for the present is the most desired timber on the face of the earth.

Upon the number, strength, speed and lasting qualities of airplanes may very ultimately depend. But in spite of the tremendous strides made in improving flying machines since the war began the superiority of the silver spruce over all others for airplane construction has been a very recent discovery. And when the immense importance of securing a large quantity of it was realized quick action was taken. The British authorities made known their requirements and expert lumbermen began scouring the Pacific coast.

Hundreds of wood veterans took their little blanket rolls and went on long crusing trips throughout the northern wilderness of British Columbia. And following their reports thousands of loggers, donkey engines by the hundreds and all the paraphernalia used in the highly expert work of steam logging were rushed on to the ground.

For four months now two special trains weekly have gone from northern part of Prince Rupert, loaded with airplane timber to the factories of Eastern Canada. And in February of this year the working forces were augmented by several thousand men and more donkey engines, and the Imperial Munitions Board, which is calling for 150,000,000 feet, has established a headquarters staff at Vancouver to look after the aeronautical contracts now under way.

The silver spruce, now new named airplane spruce, is found also in Washington, Oregon and Alaska, but the finest of all grows on the Queen Charlotte Islands and the northern mainland of British Columbia, the only place in Canada where it grows. This is the world's greatest supply of this timber located. The demand for 150,000,000 feet may be in a little way appreciated when it is made known that only 125 board feet are used in the average airplane.

The tree grows to one hundred and fifty feet in height on the average, and is forty-eight inches in diameter, though large numbers grow ten and fifteen feet in diameter with a height of two hundred feet. What makes the tree so valuable is that it grows so straight with hardly any tapering. Thus from the lumber can be made the long wing beams and other parts of the airplane, which requires straight, strong timber from sixteen to thirty-five feet in length. The silver spruce is the only tree that consistently fills this demand. Added to this it is extraordinarily even in the grain and long in the fibre, exceptionally clear, tough and strong for its weight of twenty-five pounds to the cubic foot. It does not warp or split and is nonresinous. There is also no difference between the sap and the heartwood. It is white in color and despite its toughness is easily worked.

Formerly the timber brought about \$15 per thousand feet board measure. To-day it is worth fifty times that amount, or at least by the time the finished product soars in the air as part of a war machine it has cost more than a dollar a foot to manufacture. The munition board pays \$125 per thousand. But this is only the beginning. Much of the log is useless. The sideboards are not shipped, in all only 20 per cent. of the entire trunk on the average is finally made up.

One of the interesting features in connection with the tremendous leap in values this timber took was the action of the British Columbia Government taken to prevent profiteering out of limits where this timber was growing. When the demand became large for airplane spruce many valuable tracts were held by private interests. To prevent holding out for a huge profit on the part of these owners the Government took over the handling of all the tracts, whether crown lands or otherwise, and so a fair price was set for all. — Rene Bache in Philadelphia Public Ledger.

SHADOW AND SHADOW.

Some Reflections of Trying Experiences at the Front.

I paused in one place and bent to my saddle to shake the hand of a brother officer of the old 17th Nova Scotia Highlanders. We had been together at the very start, and felt a camaraderie not known in later units of swifter changing personnel.

I had heard of dread presentations in France, but never did I encounter a more remarkable case than that of my brother officer. He had been on the line for nearly two years, and was noted for his sangfroid. But that night his hand trembled, and he was ashen pale. He tried to smile at some pleasantry of mine, but his face was overcast by a cloud of sickening apprehension.

"By-bye, old man, my time has come," he said huskily in parting. "Goodnight," I answered. "They haven't made a bullet that can hit you yet."

But I watched him move off as one who has received his death-warrant. Many a time he had passed unscathed, where it had seemed that scarce a blade of grass could live. I thought of him as one who lived a charmed life. For such a one to lose heart seemed direct tragedy.

Two hours later, in leading his company across a field, his head was blown off his body.

On leaving my pal of the old 17th, I felt overwhelmed by a wave of sadness that had been rising within me all day. This was the end of a bitter, bitter day. How could a man keep up his courage through weeks and months of such calamity?

With brooding sadness, I pulled my horse up at the cross-roads, to let a long column of motor-torries pass. While I paused thus in moody silence, I heard from up the road the sound of singing. A small squad of men were coming out of the trenches, and, true to convention, they were singing as they came.

"Who are you?" I asked as they passed, thinking that they were some cyclist company, or fatigue party, that, had been up for special duty in the trenches.

"We're the Princess Pats," came the proud reply, and then I heard them launch off again into another song.

I had seen that same regiment, then nearly a thousand strong, pass down the road towards Ypres not less than a week before. I remembered how I was thrilled as I thought of their fighting prowess, and gazed at their colonel, appearing every inch a soldier, riding his charger at the head of his men. Behind the colonel came the pipes, playing Blue Bonnets Over the Border. After that came the long lines of companies with their full complement of officers. It took fifteen minutes for the entire regiment to pass, going in; but it took less than a minute for that remnant to pass, going out.

All that was left of them went by. They had been cut to pieces often before, but this time they were decimated. The gallant colonel had been killed while leading his men over the top. All the company commanders and other officers had been wounded or killed, and only one boyish-faced subaltern remained, who now marched at the head of the column.

Now, the remnant of the regiment that saved the day was marching back to billets. Their uniforms were torn, and caked with blood and filth. Their faces were haggard. Their regiment was shattered, but its spirit was unbroken. While one man remained, the "Princess Pats" remained. With that same blithesome and light-hearted mien the handful went swinking by, joining with lusty voices in an old troop-song:

Steadily and shoulder to shoulder,
Steadily we'll ride and sing,
Marching along, steady and strong,
Like the boys of the Old Brigade.

Down the road I followed them into the darkness, until the sound of the singing grew faint and died away. Then, with light heart restored, I too struck up a song, and cantered down the road. For me the flashing glimpse of that brave remnant had swept all clouds away.

I had seen a star at the end of a bitter day. — Arthur Hunt Chute in the North American Review.

Ontario Sold Bonds.

Hon. T. W. McGarry, Provincial Treasurer of Ontario, announced on May 20th the sale of \$3,000,000 10-year 6 per cent. gold bonds of Ontario to a syndicate headed by R. C. Matthews & Co. at 99.49. The issue was sold subject to tender. Altogether there were six bidders, and as the margin between all the offers was close it appears that competition was exceedingly keen. Compared with recent issues the price obtained by the province is considered highly satisfactory and is another testimony of the soundness of the financial position of the province. The loan is made to provide funds for important capital expenditures authorized by the Legislature, particularly the further extension of the Hydro-Electric. The proceeds of the sale will be paid into Consolidated Revenue Fund and paid out from time to time as the occasion makes it necessary.

Confiscate Aliens' Lands.

When the Canadian Army and Navy Veterans met recently at Winnipeg, they passed a resolution asking the Dominion Government to confiscate all land belonging to alien enemies. It was suggested that the money thus secured, which would be a handsome sum, could be utilized for war purposes.

Young Officers Honored.

Fifteen Canadian officers received Military Crosses recently, and when their names were gazetted, it was discovered that their average age was 25 years. Eight of the officers had previously served in the ranks and received their commissions after seeing service as privates in France.

A Museum for Horses.

Paris has established a museum of the horse, presenting a complete history of the animal from the earliest known period to the present day.



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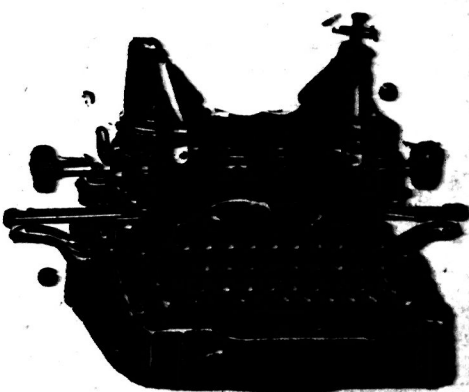
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